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KOWLOON-CANTON RAILWAY. TIME-TABLE.

UP TRAINS											
STATIONS	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11
Kowloon	8.40	8.45	8.50	9.00	9.10	9.20	9.30	9.40	9.50	10.00	10.10
Yau Ma Tei	8.45	8.50	8.55	9.05	9.15	9.25	9.35	9.45	9.55	10.05	10.15
Shatin	8.50	8.55	9.00	9.10	9.20	9.30	9.40	9.50	10.00	10.10	10.20
Tai Po	8.55	9.00	9.05	9.15	9.25	9.35	9.45	9.55	10.05	10.15	10.25
Tai Po Market	9.00	9.05	9.10	9.20	9.30	9.40	9.50	10.00	10.10	10.20	10.30
Fanning	9.05	9.10	9.15	9.25	9.35	9.45	9.55	10.05	10.15	10.25	10.35
Shung Shui	9.10	9.15	9.20	9.30	9.40	9.50	10.00	10.10	10.20	10.30	10.40
Shum Shui	9.15	9.20	9.25	9.35	9.45	9.55	10.05	10.15	10.25	10.35	10.45
Canton	9.20	9.25	9.30	9.40	9.50	10.00	10.10	10.20	10.30	10.40	10.50

DOWN TRAINS											
STATIONS	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11
Canton	8.00	8.05	8.10	8.20	8.30	8.40	8.50	9.00	9.10	9.20	9.30
Shum Shui	8.05	8.10	8.15	8.25	8.35	8.45	8.55	9.05	9.15	9.25	9.35
Shung Shui	8.10	8.15	8.20	8.30	8.40	8.50	9.00	9.10	9.20	9.30	9.40
Fanning	8.15	8.20	8.25	8.35	8.45	8.55	9.05	9.15	9.25	9.35	9.45
Tai Po Market	8.20	8.25	8.30	8.40	8.50	9.00	9.10	9.20	9.30	9.40	9.50
Tai Po	8.25	8.30	8.35	8.45	8.55	9.05	9.15	9.25	9.35	9.45	9.55
Shatin	8.30	8.35	8.40	8.50	9.00	9.10	9.20	9.30	9.40	9.50	10.00
Yau Ma Tei	8.35	8.40	8.45	8.55	9.05	9.15	9.25	9.35	9.45	9.55	10.05
Kowloon	8.40	8.45	8.50	9.00	9.10	9.20	9.30	9.40	9.50	10.00	10.10

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AFGHAN RULERS IN ENGLAND.

MIGHTILY PLEASED WITH THEIR RECEPTION.

QUEEN'S DESIRE "TO HAVE SOMETHING TO WEAR."

TEN TRUNKS OF DRESSES.

[FROM OUR OWN CORRESPONDENT.]

LONDON, March 17th.
The King and Queen of Afghanistan, who arrived in London this week, are being honoured as few Royal visitors have been in recent years. They were made welcome guests by our King and Queen at Buckingham Palace for three days, and they will be the guests of the Government for the remainder of their stay in England, a period of twenty days. After the State visit to the Palace was ended the Lord Mayor and Corporation entertained them to luncheon at the Guildhall, the ceremony of presenting them with an address enclosed in a gold casket, which is accorded to very distinguished personages, being duly carried out.

King Amanullah and Queen Souria are to see the nation at work and at play. The Army and the Navy and the Air Force, will be displayed in appropriate exercises for their benefit. They will see the premier industries of Lancashire and Yorkshire; and Liverpool, besides showing them its shipping and Cotton Exchange, will welcome them to its greatest entertainment, the Grand National Steeplechase. Their Majesties will also be taken to watch the boatrace, and big football matches, and altogether it will not be surprising if they return to Kabul with the idea that hundreds of thousands of English people spend their time watching athletic contests.

Society hostesses in London are engaged in keen rivalry for the honour of entertaining the Afghan Royalties. Apart from this, Lord Salisbury will receive them at Hatfield House, and Lord Bath will show them Longleat, so they will see two of the very best of the great English country mansions.

A Progressive Ruler.

It is, of course, sound policy to make a fuss of the King of Afghanistan and his Consort, for their country comes into the picture in the Imperial scheme of things. It is the buffer State between Soviet Russia and India. Many times in the past we have been at war with Afghanistan. It is hoped that in the future the most friendly relations will exist between that country and Britain. The people at large who are not concerned with questions of policy are pleased to see the visitors for quite other reasons. They admire these Orientals because they play their parts so well.

Until he sailed from Bombay for Europe, King Amanullah had never set foot on a ship. His Queen has lived all her life under Mohammedan law, and until she left home had never uncovered her face in public. Now as she goes about London she is revealed as a very beautiful woman, dressed in the height of European fashion, with the short frocks, silk stockings, the smart hats, the furs, and wraps so dear to the hearts of her sisters of the West.

The transformation has been so rapid and complete that it has appealed to the imagination of people here, and wherever the Afghans go large crowds are always waiting to greet them. I need scarcely say that they are mightily pleased with their reception.

Desire For Equality.

It will be surprising if there are not important developments in Afghanistan as a result of King Amanullah's visit to this country. He is 35 years of age, and started on his travels to see for himself the peoples of Europe. He came here via Italy and France. His visit is part of a systematic attempt to bring his country up-to-date and to win equality with other nations of the world.
(Continued on next column.)

WOMAN STEEL INVENTOR.

PROCESS FOUND BY ACCIDENT.

BOY'S TOY ON RIVER BANK.

Mrs. de Silva, the American woman who has invented a new process of making steel, is acquiring the works in Sheffield where the steel has been made for the past year.
Mrs. de Silva has also formed a company in America which will eventually start a small plant in New York. She has been negotiating successfully also with Germany and Holland for the utilisation of the new steel in those countries. Mrs. de Silva said to a Daily Mail reporter:

For the first time steel has been made in one direct process from iron ore, with a consequent great saving in money and time. Hitherto the iron ore has been converted first into pig iron. The black sand from which the iron ore is procured for my steel comprises 44 per cent. of the cost. It is cheaper to make steel where the ore is found, but as highest quality and highest priced steel in the world is obtained in Sheffield and the ore is not found there it has to be brought over.

Using The By-Products.

Mrs. de Silva, who is the daughter of a British scientist, found out the new process by accident some years ago when she was going along the shore of the St. Lawrence River in Canada with her son. He had a toy set for making sand-piles and a magnet which drew the metal in the sand. She did not pay much attention to it until the war broke out and tougher steels were being sought for ammunition. "There is no limit," she said, "to the range of steel that can be made, using this material as a basis."

Mrs. de Silva was surrounded in her office with samples of railway parts, axles, and valve springs for motor-cars, bars of steel, tools, and razor blades. The by-products are to be used as fertilisers, cements, linings for furnaces and boilers, for road-making purposes, and for dyeing leather.

Mrs. de Silva had been in business selling steel for 25 years.

One of his great domestic ideals is to abolish polygamy. It is understood that his view is that polygamy is the curse of Islam. He is himself monogamous, and he has established the statutory rights of every woman in Afghanistan to refuse to marry the husband of her family choice. This in itself is a revolutionary change. Girls' schools have been established in the country, and many young men have been sent to colleges in Europe. The evident desire of the King to shake his country out of the sleep of ages naturally appeals to English people.

While here as the guests of the Government the Afghan King and Queen with their suite are staying at Claridge's Hotel, where two floors have been taken for them, and special chefs engaged to prepare the dishes they like best. They certainly want plenty of room, for they arrived with 15 tons of luggage contained in 120 trunks. The Queen has ten trunks of dresses already, which shows that woman-like, she must have something to wear!

The King And Ex-Service Men.

King George, whose interest in the welfare of ex-service men is well-known, has consented to become Patron-in-Chief of the British Empire Service League, of which the Prince of Wales is Patron. His Majesty will therefore, be Patron of returned soldiers' organisations in all the Dominions and Crown Colonies. The League, of which the late Earl Haig was founder and grand president, embraces about 20 returned soldiers' associations throughout the Empire, the British Legion being the home member.

There are 3,000 branches in Great Britain and upwards of 6,000 branches in the Dominions. The League regards the King's consent as a striking tribute to the ex-service men of the Empire. His Majesty will now not only be head of the Services, but for the first time in history he has become head of the ex-Servicemen also.—H.B.

DIARY OF EVENTS.

To-day.
(April 18th.)
Fanning Hunt: Meet at Mr. Souza's Bungalow, 2.45 p.m.; Garrison Rifle Meeting.

Lecture at University by H.E. the Governor on "Elements in an analysis of Thought and its activities," 5 p.m.

Diocesan Old Girl's Association 2nd Annual General Meeting, 6 p.m.

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.; Lane, Crawford's Restaurant, 4.30—6.30 p.m.

Queen's Theatre: "The Gay Retreat."

World Theatre: 3.15 and 9.20 "Love's Blindness" other houses "Retaliation."

Star Theatre: "Excuse Me."

"Cheer O" Whist drive, 7 p.m.

Principal Mails:—Outward: Europe via Marseilles (Sardonic), 10.30 a.m.; Europe via Vancouver and Europe via Siberia (Empress of Canada), 10 a.m.

Thursday.

(April 19th.)

Garrison Rifle Meeting.

Queen's Theatre: "The Gay Retreat."

World Theatre: "A Man's Past."

Star Theatre: "The Honey Moon Express."

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.; Lane, Crawford's Restaurant, 4.30—6.30 p.m.

"Cheer O" dance, 7.30 p.m.

Principal Mails:—Outward: Europe via Victoria, B.C. (Protestant), 10.30 a.m.

Friday.

(April 20th.)

Meeting of the Victoria Recreation Club, 6 p.m.

Smoking Concert Royal Artillery Association R.E. Theatre.

Dinner to Hong Kong European Medical practitioners by Chinese Medical Association.

Queen's Theatre: "The Gay Retreat."

World Theatre: "A Man's Past."

Star Theatre: "The Honey Moon Express."

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.; Lane, Crawford's Restaurant, 4.30—6.30 p.m.

"Cheer O" Quarry Bay Dance, 7.30 p.m.

Principal Mails:—Inward: Europe via Negapatam (Jeypore); Europe via Siberia (Susa Maru); Outward: Europe via Siberia (Shanfung), 5 p.m.

Saturday.

(April 21st.)

Fanning Hunt: Col. Hayley Bell's Hunt Ride. Meet Sheung Shui Police Station, 2.45 p.m.

St. Peter's Club Marathon Race, 3 p.m.

Queen's Theatre: "The Gay Retreat."

World Theatre: "A Man's Past."

Star Theatre: "The Honey Moon Express."

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.; Lane, Crawford's Restaurant, 4.30—6.30 p.m.

"Cheer O" Special, 7.30 p.m.

Principal Mails:—Outward: Europe via Marseilles (Susa Maru), 9.30 a.m.

Sunday.

(April 22nd.)

Golf: Final Junior Sec. Championship.

Fanning Hunt: Meet Mr. Potts Bungalow, 7 a.m.

Portuguese Coy Fire Part I. Table T at Stonecutters.

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.; Lane, Crawford's Restaurant, 4.30—6.30 p.m.

"Cheer O" Music, 7.30 p.m.

Principal Mails:—Inward: Europe via Negapatam, papers only (Hati-para).

Monday.

(April 23rd.)

St. George's Day.

Extraordinary General Meeting Chinese Light and Power Co., 11 a.m.

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.; Lane, Crawford's Restaurant, 4.30—6.30 p.m.

"Cheer O" dance Helms May Institute, 8.30 p.m.

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Juice of half a Lime
One lump of ice
Serve in high-ball glass
Add Sparkling Water.

BACARDI HIGHBALL

Place a piece of ice in glass
One glass of Bacardi
Fill glass with Sparkling Water.

BACARDI MILK PUNCH

One glass hot milk
One tablespoonful of sugar
A pinch of nutmeg
The yolk of an egg
A glass of Bacardi
Beat up thoroughly the yolk of the
egg with the sugar
Add milk Bacardi and nutmeg
Mix it thoroughly
A delicious punch and a splendid
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One quart of Bacardi
One pound of Sugar
One quart of Formosa Oolong Tea
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Serve with slices of lemon
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AMERICA'S NEXT PRESIDENT.

THE CANDIDATES AND THEIR CHANCES.

FAVOURITES AND "DARK HORSES."

[By JOHN S. STEELE (London Correspondent of the
"Chicago Tribune").]

Who will be the next President of the United States? This question has been asked me scores of times since my return from a hurried trip to America, and in every case I have made the same answer, "No one knows, and no one will know until the nomination is made by the Republican Party convention next June." That nomination ought to be equivalent to an election unless some entirely unforeseen development occurs, for since the Civil War only one democratic President—Grover Cleveland—has been elected by a majority of the people. Woodrow Wilson won because the Republican Party was split into two factions headed by Roosevelt and Taft.

At the moment the leading candidates on the Republican side are Herbert Hoover, at present Secretary of Commerce in President Coolidge's Cabinet, and ex-Governor Frank O. Lowden, of Illinois. Of the two I think Governor Lowden's chances are a little better, for while Mr. Hoover has a large and powerful personal political organization he also has many enemies, and he lacks personal magnetism. One of the shrewdest political observers in Washington told me a few weeks ago that in his opinion Hoover would make a fine President, but a "damned poor candidate," while everyone who knows the man agrees that Mr. Lowden would make both a good President and a good candidate.

Republican Favourites.

At the moment these two men hold the stage. There are other candidates in the field, such as Senator Curtis, of Kansas, and Senator Willis, of Ohio, but they may fairly be relegated to the ranks of "favourite sons" who will be eliminated after their own States have cast a few complimentary ballots for them.

While these two men are the leading candidates to-day, even their warmest supporters agree that, to win, either one of them must do so in the first half dozen ballots. To make this clear to the British reader it should be explained that after the preliminary speech-making is over the Convention settles down to ballot on the candidates who have been placed in nomination. A clear majority of the delegates present is necessary to nominate. On the first two or three ballots it is to be expected that various States will cast their ballots for their favourite sons who have no chance of winning. Some may be obstinate, however, preventing either of the leading candidates from securing the necessary clear majority. If that happens the "dark horse" may appear, and may succeed in attracting enough strength from both to secure the nomination.

A "Dark Horse."

The most prominent "dark horse," if one can use the term "prominent" in this connection, is Vice-President Dawes, who is a close friend of Mr. Lowden, and who in the event of Lowden's finding it impossible to win himself is expected to inherit the Lowden's strength, and perhaps detach some votes from Hoover. There may, however, be other still darker horses who are being groomed in secret by the political managers, and who may make a sensational run on the day of the race.

BRIDE TO DINE WITH HER MEN FRIENDS.

AND HER HUSBAND-TO-BE NOT EVEN INVITED.

LONDON, March 10th.

The craze of novelty is leading to some amusing eve-of-the-wedding parties. What was greeted with the name of a "bag" party a few days ago is to be followed by a "stag" party, for a March bride is entertaining her men friends on Saturday, excluding the prospective bridegroom.

He himself would like to have a small celebration with his girl friends, but duty keeps him away, and he has been unable to make any plans.

The hostess is Miss Dorothy Russell-Gregg, whose marriage to Dr. Ronald Johnston Irving Bell will take place at St. George's, Hanover-square.

Her Varied Tasks.

She has been railway porter, gardener, nursemaid, V.A.D. nurse, has written a book of plays, and is now selling old prints in London.

Dr. Bell has the rank of flying officer in the medical branch of the

Of the two leading candidates it is enough to say that both are men of the highest character. Mr. Hoover is too well known in Europe to need much introduction. The factors that will count against him are probably such as will be hard for Europeans to understand. One is his commercial career abroad, and the other is that at one time he is believed to have considered or, perhaps, actually applied for naturalisation as a British subject.

Governor Lowden.

Governor Lowden is the candidate of the Western agrarian interests as opposed to the financiers and manufacturers of the East. He has been a warm advocate for many years of "farm relief" legislation, and he is a practical farmer himself. He owns and works about ten thousand acres of land in Illinois, and about fifteen thousand acres of cotton land in the South. In addition to his farm holdings he is a rich man, having made a great fortune as a lawyer before he took to the land, and his wife, who is a daughter of George M. Pullman, founder of the Pullman Car Company, is one of the richest women in America. This family wealth will do him no harm in the East, while in the West his farm record seems to outweigh any prejudice against him as a capitalist.

"Al" Smith.

On the Democratic side so far there is only one candidate, and while most of the political observers declare he cannot be nominated, others reply, "You can't beat something with nothing." That candidate is Governor "Al" Smith, of New York, who is undoubtedly the most popular individual American to-day. He would make the most formidable candidate the Democrats could put up, although I do not think he could win against a candidate like Mr. Lowden; but he will probably be deprived of the nomination because he is a Roman Catholic, and because he is "wet."

Prohibition. The reason for this is what is known as the "two-thirds rule" in the Democratic convention. By this is meant that a candidate to secure the nomination for the presidency must obtain two-thirds of the votes in the convention. Now, the Southern States are both Protestant and "dry," and it seems as certain as anything can be in politics that they will refuse to swallow Governor Smith with both these disabilities. Alternative democratic candidates who have been mentioned are Governor Ritchie, of Maryland, who is Protestant and "wet," and Senator "Jim" Reed, of Missouri, who is both Protestant and "dry." Neither, however, is sufficiently a national figure to be a dangerous opponent to any good Republican candidate.

President Coolidge's "No."

There remains the question of another term for President Coolidge. The President has declared as definitely as any man can that he does not intend to be a candidate again. Many politicians, however, are looking for a situation such as a unanimous call from the convention, after a deadlock on the other candidates, for the President to sacrifice himself and stand again. It is argued that he could not refuse a call like that. My judgment is that he could and would.

Royal Air Force, and is stationed at Upavon, on Salisbury Plain.

"Yes, I am having a stag party of about ten or eleven of my men friends," Miss Russell-Gregg laughingly admitted to the *Evening Standard*. "Oh, no. I do not pretend they constitute the entire total of my men friends, but it is most difficult to get all one's friends together from various places at the same moment."

"We are going to meet in a certain cocktail bar in the West End, then we shall go to a certain restaurant in Soho for dinner."

The Unspoken Question.

"I do not know anything about my fiancé's plans. I have been tactful enough not to inquire what he is doing. It is none of my business—yet."

Among Miss Russell-Gregg's guests will be Lieut.-Commander Young Bateman, the Hon. John Acland Hood, Dr. J. S. Pearson, Capt. W. Preston, and Capt. A. M. Davies.

"I intended to do something of the sort, but I have made no plans and have not even thought about the form my party might take, because the question of getting leave from the Service is difficult, and I do not know if I can manage anything yet," said Dr. Irving Bell.

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UTILISING WATER POWER RESOURCES.

"UNRELENTING ENGINEERING."

Jerusalem. Operations have begun on the pretentious scheme for the utilisation of the water resources of Palestine for irrigation and power. The glorified concession granted to Mr. P. Rutenberg calls for the exploitation of all water resources, but for the present the Palestine Electric Corporation are preparing to use only the difference of levels of the Jordan river of fifty metres, between Lake Tiberias or Sea of Galilee and a place called Jisr-el-Mujemeh.

At this point in Transjordan territory, where the Zionist articles in the Palestine Mandate do not apply, a large camp has been built for the hundreds of workers engaged in building the first Jordan power house.

The power generated will be carried by high tension transmission lines to Haifa and Jaffa, whence secondary transmission lines will carry the energy to their localities. When this is done the Jaffa, Haifa, and Tiberias fuel power houses now working will act merely as stand-by stations.

Hostility.

Trouble with the natives in the purely Arab territory under Emir Abdullah was feared when the Jewish company came to plant its imported workers on the eastern side of the river.

Both Arab and British authorities in Transjordan anticipated widespread hostility because of this Jewish penetration. At present these fears appear to have subsided, only a few Transjordan police patrolling the plant.

Unrelenting engineering is rapidly changing the face of the entire vicinity, with its inspiring associations, with only the moving picture camera preserving for the future the appearance of the Jordan as it was before modern machinery began to divert the course of the river in order to use up nature and assure an all-the-year-round supply of water for Palestine, whose rivers during the winter carry large quantities of water, but become in the summer dry river beds.

"Greatly In Excess."

The power house under construction will generate 24,000 horse power through its three 8,000 horse power turbine generator units. A fourth turbine will be installed later when definite data on the amount of water available will be obtained.

This power is greatly in excess of anything Palestine's tiny industries now need. Mr. Rutenberg therefore is trying to persuade the London directors of the Palestine Electric Corporation to agree to a wide expansion in the activities of the company. Instead of merely supplying power and water, Mr. Rutenberg wishes to create customers for power by financing and equipping industrial and agricultural undertakings.

This ambitious expansion would involve the corporation in the organisation of a credit system, in obtaining fresh capital, and in releasing whatever little foreign money there is in Palestine, while engaging in land development in competition with other companies.

Capital From England.

If Mr. Rutenberg carries his point, the Palestine Electric Corporation, like power companies in some great and advanced countries, will become the virtual economic masters of Palestine. Already the Rutenberg company has acquired a 1,600 acre estate for the plant in Transjordan, which, because of the light, power, and railway facilities, will become one of the most active Zionist settlements on both sides of the river.

Most of the company's £1,000,000 capital was obtained in England, the British Government guaranteeing under the Trade Facilities Act a loan of £250,000 from the Prudential Assurance Company. The General Electric Company provided another £150,000. The Zionist Organisation invested £150,000, of which £100,000 came from the Palestine Foundation Fund. In (Continued on next Column).

HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

APRIL 17th, 1928.

B.K. Bank	.....\$1,300 buy, 1,310 sa.
Do.	.....London, 218 1/2 nom.
Chartered Bank	.....221 buy.
Mercantile Bank A. & S.	.....234 1/2 nom.
Do.	.....C. 214 1/2 buy.
P. & O. Bank	.....27 1/2 nom.
East Asia Bank	.....70 buy.
Qanton Insurance	.....\$650 buy.
Union Insurance	.....\$137 buy.
North China Ins.	.....Tia. 140 nom.
Yangtze Insurance	.....M. \$47 buy.
China Underwriters	.....\$2 1/2 buy.
China Fire Insurance	.....\$370 buy.
Donghai Ins.	.....\$409 sel.
H.K. Steamboats	.....\$2 1/2 buy, 2 3/4 sel.
H.K. Tugs	.....\$2 1/2 buy.
Indo-China (Pref.)	.....\$37 buy.
Do. (Def.)	.....\$74 nom.
Shell Transports	.....90 1/2 nom.
Waterboats	.....\$20 1/2 buy.
Benguet	.....\$21 nom.
Kailash Mining Ad.	.....60 1/2 buy.
Chungking (combined)	.....Tia. 13 1/2 nom.
Do. (single)	.....Tia. 6 nom.
S'hai Explorations	.....Tia. 2 1/2 nom.
Shanghai Loans	.....Tia. 5 1/2 nom.
Rails	.....\$4 nom.
Tonghai Mines	.....17 1/2 nom.
H.K. & S. Wharves	.....\$138 buy, 139 1/2 sel.
H.K. & W. Docks	.....\$43 buy, 44 sa.
China Truidents	.....\$5 1/2 buy.
Hongkong	.....Tia. 158 buy.
New Engineering	.....Tia. 4 1/2 nom.
Shanghai Docks	.....Tia. 10 1/2 buy, 11 1/2 sel.
Ewo Cottons	.....Tia. 8 1/2 nom.
Oriental Cottons	.....Tia. 2 1/2 nom.
S'hai Cottons (old)	.....Tia. 57 nom.
Do. (new)	.....Tia. 51 nom.
H.K. & S. Hotels	.....\$9 1/2 buy, 9 1/4 sel.
H.K. Lands	.....\$63 buy, 67 sa.
Shanghai Lands	.....\$140 buy.
Humphreys Estates	.....\$14 sel.
H.K. Realities	.....\$31 buy, 34 sel.
H.K. Territorials	.....\$25 buy, 25 1/2 sel.
H.K. Tramways	.....\$25 buy, 25 1/2 sel.
Peak Trams (old)	.....\$13 buy.
Do. (new)	.....\$71 buy.
Star Ferries	.....\$34 sel.
China Lights (combined)	.....\$13 1/2 sel, 13 1/4 sa.
Do. (old)	.....\$13 1/2 sel.
Do. (new)	.....\$71 buy, 71 1/4 sa.
H.K. Electric	.....\$8 1/2 buy.
Macao Electric	.....\$4 1/2 buy.
Telephones	.....\$4 1/2 buy.
China Buses	.....Tia. 6 1/2 buy.
Singapore Tractions	.....Tia. 11 1/2 nom.
China Sugars	.....\$3 1/2 buy.
Malayan Sugars	.....\$2 1/2 nom.
Canton Ice	.....\$4 1/2 buy.
Cements (combined)	.....\$10 1/2 nom.
Do. (old)	.....\$10 1/2 nom.
Do. (new)	.....\$12 sel.
H.K. Ropes (old)	.....\$71 buy.
Do. (new)	.....\$3 nom.
United Asbestos	.....\$10 sel.
Dairy Farms	.....\$2 1/2 buy, 2 1/4 sel, 2 1/2 sa.
Watsons	.....\$13 1/2 buy, 14 sa.
Lee & Wills	.....\$2 1/2 nom.
Lana Crawford	.....\$3 buy.
Mackintoshes	.....\$25 sel.
Sinceres	.....\$10 buy.
Wm. Powell	.....\$3 sel.
H.K. Amusements	.....\$2 1/2 nom.
H.K. Contractors	.....\$14 buy.
H.K. Indus. G. Bonds	.....\$7 1/2 buy.
H.K. Govt. Loans	.....1 1/2, 1 1/4, 1 1/2 sa.

buy—buyers; sel—sellers; sa—seller; nom—nominal.

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

Rough, April 18th.

Paris	.....154
Brussels	.....34 1/2
Amsterdam	.....15 1/2
Berlin	.....30 1/2
Copenhagen	.....18 1/2
Vienna	.....34 1/2
Helsingfors	.....104
Lisbon	.....24
Bucharest	.....78 1/2
Buenos Aires	.....47 1/2/39
New York	.....4 1/2
Geneva	.....22 1/2
Milan	.....62 1/2
Stockholm	.....18 1/2
Oslo	.....18 1/2
Prague	.....18 1/2
Madrid	.....28 1/2
Athens	.....37 1/2
Rio	.....5 1/2/31/32
Bombay	.....1 1/2/11 1/2/32
Yokohama	.....2/61
Shanghai	.....2/01
Hong Kong	.....2/01
Silver, spot & forward	.....26 1/2

return for the British Treasury guarantee, Mr. Rutenberg is obliged to buy all machinery in England. "The machinery is of good quality, although its cost is higher than on the Continent," said Mr. Rutenberg, adding that orders for steel have not been placed, in view of the exorbitant prices asked in England.



Baby

The danger of Improper Feeding

BABIES are frequently overfed. Their capacity for food is very small—at birth 1 oz. and at 2 months 3 oz. Remember also it is the amount of food digested that counts. Do not feed Baby just because he cries—probably the reason is indigestion from overfeeding, not hunger. It is important to get the nature of the food right as well as the quantity.

Doctors and Nurses throughout the world recommend

Allenburys Foods

The best alternative to human milk.

MILK FOOD No. 1. From birth to 3 months
MILK FOOD No. 2. From 3 to 6 months
MALTED FOOD No. 3. From 6 months onwards



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[A.P.R.]

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THE KING.

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[A.P.R.]

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Gibbs Dentifrice
BRITISH MADE

Sold at all Chemists and Stores.

Sole Agents—

J. D. Hutchison & Co.

(A.P.D.)

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PLYMOUTH GIN

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MOSCOW EYEWASH.

There were spirited exchanges between Socialists and Communists when the Communists officially opened their campaign in the West Lothian by-election at Armadale. The Communist speakers were given a hostile reception, and for more than an hour had to contend with a running fire of questions.

Mr. Alec Geddes, one of the Communist speakers, was asked if the Communists had received money from Moscow to finance the election. He did not make a complete denial, but characterised the statement as "eyewash," and said he thought there was no harm in receiving money from the working classes, no matter what their nationality.

CHINA MERCHANTS' WHARVES.

FURTHER DETAILS OF IMPENDING SALE.

N.Y.K. MENTIONED.

PROFITS FROM WHARVES IN EIGHT YEARS.

A few days ago a message from Shanghai was published announcing the possibility of the sale of the China Merchants' Wharves there. The *North-China Daily News* to hand gives further details of the position.

It is common knowledge, says the paper, among those who are interested, that the Hong Kong and Shanghai Banking Corporation has held a lien on the property of the China Merchants Steam Navigation Co. for some considerable time by reason of advances of some millions of dollars. It has also been known that, although the ships and wharves of the Company have been operated at considerable profit, the interest on the loans has been in arrears. Also, as recently pointed out in the *North-China Daily News*, the salaries of those actually operating the company's steamers and wharves have been allowed to fall disgracefully behindhand. The situation, therefore, in regard to the disposal of the Lower, Central, and Eastern Wharves is becoming increasingly interesting, inasmuch as rumours of sale, in which the Nationalist Government has taken an active interest, are now approaching a stage where they can no longer be regarded as rumours.

Earlier Rumours Of Sale.

Advertisements have appeared in the press to the effect that the Nationalist Government would refuse to recognize any sale of the properties of the company, the Government's contention being, apparently, that no such sale would be valid without its consent. It would seem, however, that the question of consent would more particularly lie with those whose money has financed the company in the past and who, by virtue of mortgages secured on the property of the company, would have the legal right to foreclose, if circumstances required.

That the question of securing the wharves has very seriously occupied the minds of several wealthy shipping concerns is undoubtedly true and at China New Year it was rumoured that the Canadian Pacific Steamships, Ltd., had been approached and that a sale would be completed. Indeed, the negotiators of the latter company and the China Merchants were so confident that a sale would be effected that a series of dinners was held, which, as all know, is a necessary accompaniment to any transaction in which Chinese are interested. Nothing, however, happened and the rumour was subsequently denied. Then it was heard successively that Jardine's, the Nippon Yusen Kaisha, and the Dollar Line were to take over the wharves. All were rumours which inevitably follow a financial and political situation such as obtained and still obtains with the Nationalist Government and the China Merchants Company.

The latest reports are far too definite to be regarded as a rumour. These are to the effect that negotiations are almost completed whereby the Nippon Yusen Kaisha are to become owners of the China Merchants wharves adjoining their own property. The purchase price is reported to be \$6,000,000. There are indications at the wharves that negotiations of a very definite nature are proceeding. For instance, although last month was a record month in regard to receipts for wharfage dues and storage charges, payments of an urgent nature have not been made by the company, including wages to the staff employed at the wharves.

Profits And Taxation.

It is interesting roughly to record the profits secured on the Lower, Central and Eastern Wharves for the past eight years. In 1920 the profits were slightly over \$700,000; 1921, almost \$800,000; 1922, \$725,000; 1923, \$600,000; 1924, \$500,000; 1925, \$700,000; 1926, \$680,000 and 1927, \$475,000.

During a period of last year, a tax of 20 per cent. was levied by the Nationalist Government on certain imports and in view of the fact that Germany does not now enjoy extraterritorial rights, German shipping firms trading with China found themselves in a somewhat unfortunate position. The German firm of Hugo Stinnes had always berthed at least two ships a month at the China Merchants wharves but discontinued the practice after the institution of the 20 per cent. tax. This to some extent explains the decrease in net wharf revenue for 1927 which, notwithstanding the state of China trade, reached the handsome figure of \$475,000.

GREATER SHANGHAI.

QUESTIONS OF HEALTH.

AMBITION'S PROGRAMME OF CHINESE AUTHORITIES.

A TEN YEARS' SCHEME.

A health programme for Greater Shanghai, covering a period of ten years and outlining practicable and up-to-date methods, has been prepared by the Department of Health, Municipality of Greater Shanghai, under the direction of Dr. Kou Ki Hu, Commissioner.

A large sum of money will be required to carry out this project, the report states, and interesting comparisons are made with health measures, preventive and curative, in other parts of the world. For example, Berlin is listed as using \$2,000,000 a year, at a per capita average tax levy of \$2, and New York has reached to \$3 per capita levy. In Greater Shanghai, the statement continues, about \$100,000 will be spent, which represents a sum per capita of 20 cents. The present plan aims at attaining \$3 per capita a year so that the necessary activities can be adequately extended.

A Wide Programme.

Specifically, the Health Administration of Greater Shanghai lists among the necessary improvements the following:—introduction of port quarantine; enforcement of regulations governing government sewage disposal public latrines, etc.; bacteriological examination of city and well water; isolation of cases of contagious disease; compulsory small-pox vaccination; prohibition of sale of uncertified drugs; supervision of foods and beverages; registration of medical practitioners and midwives; adequate street-cleaning, and a health inspector for every 20,000 of population.

Other sections of the programme deal with the provision of free medical service, and of health education for the masses of the Chinese people. The yearly budget will be apportioned so that 10 per cent. will be spent for health administration, 50 per cent. for public health activities, 30 per cent. for the provision of medical services, and 10 per cent. for preventive inoculations and personal hygiene. Description of the necessary personnel and of proposed health stations are other points.

Five Distinct Periods.

As regards the 10 year programme, five distinct periods are planned. The first period covers two years and provides for maritime quarantine stations and regulations, municipal slaughter houses and veterinary hospital, establishment of a general municipal hospital for Greater Shanghai, training of health personnel, and health education and publicity. In the second period, of four years are listed activities pertaining to laboratories and clinics and travelling dispensaries. During the third period, attention will be given to municipal bath houses, health in schools, venereal disease clinics and hospitals, and training schools as well as health sub-stations. The fourth and fifth periods will be used for further development of municipal hospitals and public health nursing, the erection of incinerators, the sewage system and industrial health activities. Details are given regarding purpose, procedure and expenditure for each health activity proposed.

The capital expenses for all five periods will amount to about \$8,177,000, averaging \$2.70 per capita. At the completion of the initial activities, the current expenditure each year is estimated at \$3,138,000.

HORRIBLE OUTRAGE IN SHANGHAI.

MAN'S HANDS CHOPPED OFF BY GANG OF LOAFERS.

At 3.20 p.m. on April 10th, says the *North-China Daily News*, a gang of loafers assaulted a Chinese on the str. *Kungwo*, which was tied up near the Keelchong Road Jetty, Shanghai. They chopped off both hands at the wrists, and left the victim lying on the deck, to be removed by others to St. Luke's Hospital where he is in a critical condition.

HONGS AND SHOPS.

NOVEL INSURANCE POINT.

INTERESTING CASE AT SHANGHAI.

YORKSHIRE INSURANCE CO. SUED.

In H.M. Supreme Court, Shanghai, on April 11th, before Judge Sir Peter Grain, the case was brought in which Hing Nyih Kung Sze claimed Tls. 1,227.32 together with interest and costs from the Yorkshire Insurance Co., with whom nine houses in Nantao were insured and four of which had been destroyed or damaged in a fire which took place in January 1927.

Mr. A. Corey appeared for the complainant and Mr. Reader Harris for the defendants. In outlining the case Mr. Corey said that the buildings were originally insured only with the New Zealand Insurance Co. for Tls. 1,300 but Mr. Koo Tsung Ming, partner and general manager of Hing Nyih Kung Sze, was approached as this policy was expiring by an insurance broker who asked him if he wanted to insure with the Yorkshire Insurance Co. This he later did, insuring for the sum of Tls. 4,000, the extra Tls. 50 being for a gate-house which was not previously insured. The policy was taken out on August 9th, 1924, and the policy with the New Zealand Insurance Co. was also renewed. All went well until January 24th, 1927, when a fire took place on the premises and destroyed certain houses. Reports were made to the insurance companies, one of which paid the claim and the other instructed the adjusters and finally refused to pay. The defence was based on the assertion that there were two items of misdescription when the policy was taken out, and due notice of the fire was not given. This latter, however, after the evidence of Mr. Koo had been heard, Mr. Reader Harris said would not be pressed as witness had proved that something had been sent to the office, although there was no record of it at the insurance company.

Hongs Or Shops?

Mr. Reader Harris contended that a wrong description had been given in that it was not mentioned to the insurance company that the houses for which the policy was being taken out were being used as shops, for which there is a much higher premium. The policy used the word hongs, which Mr. Harris said was taken to mean wholesale business establishments, and not shops. Mr. Bei, who was called to give a definition of the word hongs, said that it mostly meant wholesale businesses but not necessarily. There was no difference actually between hongs and shops, although in Chinese all hotels and shops and all banks are hongs. When asked, he said, Messrs. Jardine, Matheson & Co. was a hong, and could not be called a shop.

Mr. Koo, in his evidence, said that the insurance company offered him Tls. 31 which he refused. He then left the matter in the hands of Mr. Joseph Tuck, his lawyer. Further evidence showed that a Mr. Loo had acted as insurance broker and had approached the insurance company after he had secured the plaintiff's consent to insuring with them. The policy had been renewed three times since it was originally taken out. It was written in English and plaintiff alleged that he did not know its terms, the broker having given the original description to the company.

The defence alleged that the property had been mis-described originally by the broker and they asserted that the broker was the plaintiff's agent.

Mr. Reader Harris devoted considerable time in quoting law to show that the broker was not the insurance company's agent.

Four Walls For A Hong.

Mr. H. W. Allison, manager of the Insurance Company, in giving evidence, said that, as far as he knew, only the broker had described the position of the property and what it constituted. Some technical cross-examination ensued, during the course of which Mr. Allison said that they knew that the property had been insured with another company well, but which company they did not know. They were not aware that the New Zealand Co. had insured, or how the property had been described to them.

In direct examination, he told Mr. Reader Harris that the broker received a commission from the insured.

Mr. S. Trevor, fire insurance adjuster for Messrs. L. Moore & Co., Ltd., said that he visited the scene of the fire, and identified a drawing of the area affected.

Mr. Reader Harris questioned witness upon the difference between hongs and houses or shops. A hong, witness added, was surrounded by four walls, whereas these buildings were houses, that is, they were boarded up on one side. There were wooden shutters up at the front.

THE TWO COMICS of "What Price Glory" in their own big special comedy! A hilarious story of war days and Paris nights!—

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At 2.30, 5.10, 7.15 & 9.20.

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LOVE'S BLINDNESS

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THE COMEDY of a young couple who eloped intending to get married on the train and the surprising events that followed!—

NORMA SHEARER

In

EXCUSE ME

With

CONRAD NAGEL AND RENEE ADOREE

AT THE

STAR

FINAL SHOWINGS TO-DAY

Continuous 2.30 to 11.15 p.m.

Mr. Corey, who looked at the sample plans before Mr. Reader Harris offered them as evidence. The hongs look like as many gaols. His Lordship: Look at Exhibits 9 and 10. They resemble Chinese houses.

Pawnshops The Best.

Witness: They are a type of hong, however, they have the four walls, and are insured as such. Pawnshops are first-class hongs, (and to Mr. Corey): A hong, as far as I know from my eight or nine years of experience, is a Chinese name, which classifies a particular type of a building.

Mr. Corey: Don't you know that a hong, according to a standard English dictionary, is a foreign firm doing business in China.

Witness: That is another meaning of the word.

According to Mr. M. S. Pan, comprador for the defendant company, who was the next witness, the premium for a shop is double that for a hong, and in this case, the one is Tls. 24, the other Tls. 48. The broker gave them a description of the property, upon which the policy was issued. A broker usually collected what he could from a client and then bargained with the companies as to the premium, keeping the balance. Witness had no idea what the broker Loo collected from plaintiff.

The comprador's office seldom gave receipts for a single policy, and when Mr. Corey pointed out a slip attached to one of the policies, which stated that Tls. 48 had been paid as premium, witness denied that this money was paid, asserting that he could not recognise the chop.

Counsel's Question.

Mr. Corey: So you think that the broker lied when he gave his evidence?—I am not so sure that his memory is good. Witness then showed from his account books that the broker Loo paid odd sums at various times.—(Continued on next column).

BETTY BRONSON TO WED ENGLISHMAN.

GIRL WHO PLAYED THE MADONNA IN "BEN HUR."

The secret engagement of Miss Betty Bronson, the Peter Pan of the screen, was revealed to me to-day, writes an *Evening Standard* correspondent. Miss Bronson, who is on her way to New York, after a short visit to England, is, I learn, to marry an Englishman.

He is Mr. Pan Eccleswood, and he is returning to America with Miss Bronson. The wedding will take place in Hollywood in the early summer.

Betty Bronson, who is 20 years old, was a dancer before she was selected by Sir James Barrie to play Peter Pan in the film, five years ago.

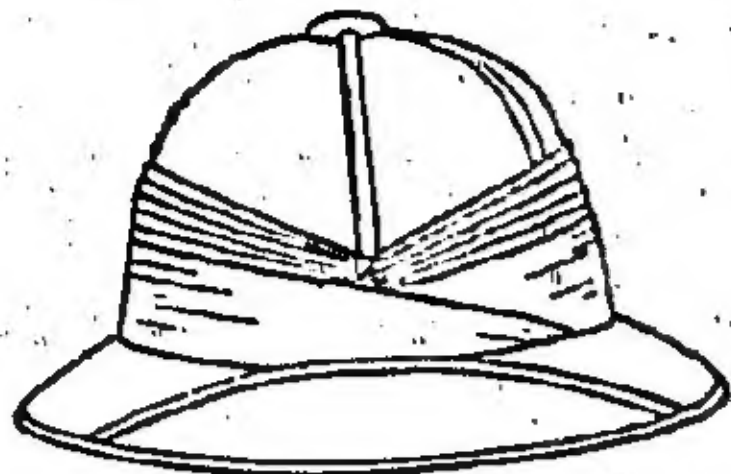
She has since appeared in "A Kiss for Cinderella" and "Ben Hur" where her acting of the brief part of the Madonna was the gem of the film, among other pictures.

not the amount of a certain premium.

Mr. Corey: So your company sanctions robbery by the broker, inasmuch as he collects more money than he pays you (referring to the practice of brokers bringing in business)?—Not at all. He is not employed by us, and the insured, if he exercises any care at all, can determine from others what the usual procedure is.

In indirect examination, Mr. Reader Harris elicited from witness that the broker Loo had said in the presence of himself and of Mr. Allison, that he had made extra money on the premium because he had insured the premises as hongs and not as houses. The hearing lasted two days and his Lordship reserved judgment.

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鐘人着瓜借肉
錫學個兒借氣
球了小兒
外八蝦
帶千
打兒

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W.B. CORSELETTE, No. 687, Sizes: 32"
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THANKS FOR GOOD AND FAITHFUL SERVICE.

ANNUAL INSPECTION.

The annual inspection of the Hong Kong Police Force and presentation of medals was made by H.E. The Governor (Sir Cecil Clementi, K.C.M.G.), on the Murray parade ground yesterday afternoon. Among the large gathering present were Lady Clementi, H.E. Major-General Luard and Mrs. Luard, the Hon. Mr. E. R. Hallifax, Sir Henry Gollan, K.C., Mr. Justice J. R. Wood, Sir Shou Son Chow, the Hon. Dr. R. H. Kotewall, C.M.G., Sir Henry Pollock, K.C., Sir Eric Stuart Taylor, Sir Robert Ho Tung, the Right Rev. C. R. Duppuy, D.D., the Hon. Mr. C. McI. Messer, the Hon. Mr. W. E. L. Shenton, the Hon. Mr. H. T. Creasy, C.M.G., the Hon. Mr. R. A. C. North, the Hon. Mr. J. Owen Hughes, the Rev. W. T. Featherstone, Mr. S. B. B. McElderry, Mr. E. Ralphs, Mr. G. P. de Martin, Mr. R. E. Lindsell, Dr. S. W. Tao, Mr. Ho Kom Tong and Mr. Li Yau Tsun.

Preceded by the Band of the King's Own Scottish Borderers, the European, Indian and Chinese sections of the Force and the Reservists marched into the ground in charge of Mr. P. P. J. Woodhouse, C.I.E. (Deputy Superintendent of Police). There were also on parade the Fire Brigade and four appliances under Mr. H. T. Brooks (Superintendent) and Mr. G. C. Moss.

H.E. The Governor, accompanied by Captain A. J. L. Whyte (A.D.C.) arrived on the ground at 4 o'clock, and was met by the Hon. Mr. E. D. C. Wolfe, C.M.G., Captain Superintendent of Police. His Excellency took the royal salute and proceeded to inspect the ranks.

The interesting ceremony of presentation of medals commenced with the decoration of the Captain Superintendent of Police with the insignia of the Order of St. Michael and St. George awarded in the New Year Honours. Recipients of medals and special commendations then appeared before His Excellency who shook each one warmly by the hand.

After an address by H.E. The Governor, the fire engines moved past and the ranks marched back to Headquarters.

H.E. the Governor, addressing the Force, said:—Mr. Wolfe, Officers, Non-Commissioned Officers and Constables of the Hong Kong Police Force.—When I last addressed you almost exactly a year ago, I expressed the fear that your work during 1927 would be no less arduous than it was in 1926. My foreboding was fully realized; for the turmoil in China continued throughout last year, and made the task of preserving law and order in this Colony unusually anxious and difficult. For example, there was a large influx of refugees into Hong Kong from the neighbouring provinces of China. The total of arrivals for the year 1927 showed an excess of 68,493 over departures; and in the month of December alone, when there was a *hauke quit* from Canton to Hong Kong, the excess of arrivals over departures amounted to 21,000 souls. These figures may in a sense be regarded as a high compliment to the Hong Kong Police Force, for they indicate a firm faith among Chinese neighbours that, no matter how desperate the lawlessness and anarchy in their own country, the Hong Kong authorities will see to it that law and order are efficiently maintained in this Colony. However, in such an influx there can not fail to be many criminals and dangerous characters, whose detection is important to the public weal, and I am glad to be able to congratulate the whole Police Force, and especially the Criminal Investigation Department, on faithful and efficient service rendered under very trying conditions. The law-abiding public has been well protected.

The Wing Lok Street Affray.
The dangers to which constables are exposed in the ordinary course of their duty in Hong Kong were well illustrated by the shooting affray in Wing Lok Street on the 7th December last. During this clash between the Police and armed robbers, two Chinese constables were shot dead, namely Wan Wong Chi and Chan Sing. Some very good individual Police work was done in this affray, and I particularly mention Lance-Sergeant T. McMahon who, although wounded, succeeding in following and killing one robber; I.P.C. B.323 Abdullah who caught and overpowered one of the robbers, as did also I.P.C. B.382 Mohamed Ashgar, who was severely wounded; also C.C. 62 Wong Hin and D.C.C. 448 Lui Tung, of whom the latter was severely wounded while attempting to arrest one of the robbers; also C.C. 100 Tsang Tik who, though unarmed attempted to intercept one of the fleeing robbers at the time when his companion C.C. 596 Wan Wong Chi was killed. It is particularly satisfactory to note that on this occasion members of the European, Indian and Chinese contingents alike distinguished themselves.

The Wing Lok Street affray shows how necessary it is that the Hong Kong Police should be good revolver shots and I am glad to say that the standard of proficiency in this respect is steadily improving and that the training has been made more practical. Snap shooting and firing at moving objects has largely replaced the old system of deliberate firing at stationary targets.

The O.I.D.

I congratulate the Criminal Investigation Department on the good work done by them last year, and especially on the very satisfactory information which they supplied concerning Bias Bay pirates. The recapture of the s.s. *Irene* was made possible by the accuracy of their information; and detectives as well as all Police who took part in the two Bias Bay expeditions did good service. Another fine piece of work done last year by the Criminal Investigation Department was the arrest and conviction of the footpads who murdered Mrs. Mackay.

First Aid.

I observe with much pleasure that a large number of constables and practically all the Europeans in the Police Force are now qualified in first aid, and that this subject is part of the regular curriculum for recruits of all nationalities at the Police Training School. Regular examinations are conducted under the auspices of the St. John Ambulance Brigade and the number of Indians and Chinese who have qualified is steadily increasing.

Study Of Chinese.

It is also very satisfactory to note the considerable progress made in the study of Chinese, particularly by the European contingent, most members of which have now got a working knowledge of Cantonese. In the Indian contingent practically all constables with two or more years' service can speak a little Cantonese and quite a fair proportion can speak English. The members of the Cantonese contingent should do more to make themselves proficient in English, and I regret that very few Cantonese take up English as a special subject. I hope this defect will be overcome. The Weihsaiwei contingent has, I am glad to say, quite a number of men who hold Cantonese certificates and a fair sprinkling of men who hold English certificates.

The Police Reserve.

The special constables enrolled in 1925 have continued on the enrolment list up to date, because of the unsettled condition of the adjoining provinces of China. For this reason it was considered advisable last year to form a Police Reserve on lines somewhat similar to those adopted during the Great War. The Police Reserve Ordinance was therefore amended and four contingents were enrolled. These contingents consisted of men who wished to learn more of Police work, so that they might be proficient as an auxiliary force to the Police. Thanks to Dr. S. W. T'so and Mr. Mow Fung, a Chinese company, 80 strong, has been formed; and an Indian company was formed by Mr. Sirdar Khan with the assistance of Mr. Bishan Singh, numbering close on 50 men. The Flying Squad, consisting originally of special constables, had done valuable service during 1926 and 1927. It has now been reconstituted as a special unit of the Police Reserve. Finally, just before the end of last year a Sharp Shooters Company was formed under the leadership of Mr. Dovey.

The total Police Reserve is just under 200 strong. Commander G. B. Hartford, D.S.O., R.N., kindly consented during last year to take duty as Deputy Superintendent in Command of the Police Reserve, and it is to his energy and hard work that the successful organization of the Police Reserve is mainly due. I much regret that he had to sever his connection with the Police Reserve on leaving the Colony a few weeks ago.

Congratulations To The C.S.P.

His Excellency addressing Mr. Wolfe, continued:—His Majesty the King was graciously pleased on New Year's Day to appoint you, Mr. Wolfe, to be a Companion of the Most Distinguished Order of Saint Michael and Saint George. You had on that day completed eight years' service in the arduous post of Captain Superintendent of Police. The force under your command has an establishment of ten European officers and its rank and file is composed of 222 Europeans, 753 Indians and 916 Chinese. You are also Head of the Fire Brigade which has a personnel of 271 men, and you are in control of the Police Training School, in which are about 60 men. Your administration of this large force has been conspicuously successful; and your services were particularly valuable to the Colony in the crisis of 1922 as well as in the long-drawn-out trouble and anxieties which began in June, 1925. I congratulate you very sincerely on the honour which you have earned so well.

Sub-Inspector Andrew.

The King's Police Medal, said His Excellency, has been awarded to Sub-Inspector K. W. Andrew. This officer was responsible for the disposition of the Police which foiled an attempted armed robbery at Kwai Chung, Gin Drinkers Bay, on the 22nd December, 1923. He was eminently successful, as out of nine robbers four were killed and four were captured. Sub-Inspector Andrew himself was twice fired at by the leader of the gang, point blank range. Fortunately the rounds were defective and missed their mark. Sub-Inspector Andrew in turn fired and shot the robber leader dead. It has been a great pleasure to me to-day to invest Sub-Inspector Andrew with this medal.

The late Mr. W. C. Gerrard.

The recent death of Mr. William George Gerrard, Assistant Superintendent of Police, while on leave of absence, was a cause of grief to the Police Force and to the Colony. Mr. Gerrard joined the Police Force in February, 1898. He soon distinguished himself, for in 1901 he was granted the 4th class Police Medal for extraordinary services in the New Territory. In 1918 he won the 3rd class Police Medal for good work as Inspector in Charge of Yaumati division. In 1920 he became Principal of the Police Training School; and ever since 1924 he had been Assistant Superintendent of Police for the New Territory, a post which he held continuously until he went on leave in January last. He was awarded the King's Police Medal in 1926 for prolonged service distinguished by very exceptional ability and merit. Mr. Gerrard's death is a great loss to Hong Kong and especially to the villagers of the New Territories, who held him in the highest regard, and whose interests he cared for with unflinching energy. Many on parade to-day, and I among them, mourn him as a personal friend. He has set a fine example to all of us.

The Hong Kong Police Force, concluded H.E. the Governor, has during 1927 fully maintained its high traditions. It deserves well of the Colony; and on behalf of the Colony I thank you, one and all, for good and faithful service done and I wish you every success in the future.

THE DECORATIONS.

As stated, the Hon. Mr. E. D. C. Wolfe received the insignia of a Companion of the Most Distinguished Order of St. Michael and St. George. Among other officers who received medals and commendations were the following:—

European Officers.
King's Police Medal:—Sub-Inspector K. W. Andrew.
2nd Class Medal:—Assistant Superintendent of Police W. Kent; Sub-Inspector Bloor; Sub-Inspector Barnett.
3rd Class Medal:—Acting Chief Inspector P. Grant; Lance Sergeant T. McMahon.
4th Class Medal:—Inspector H. Paterson; Inspector E. Marks; Inspector E. Bloor; Sub-Inspector A. J. Dorrington.
Commended:—Inspector R. Langman; Acting Inspector T. Fallon.
Chinese and Indian.
2nd Class Medal:—Inspector Chu Heung.
3rd Class:—S. I. Miran Bash; S. I. Nand Singh; I.P.C.B. 323, Abdullah; C.C. 62, Wong Hin.
4th Class:—Sergeant Major Niamat Khan; P.S.B. 381, Sirdar Ali Khan; I.C.B. 382, Mohamed Ashgar; Inspector Ng Muk; Sergeant Major Kwong Tin Kan; P.S. 64, Lo Wong; Det. C.C. 448, Lui Tung; Det. C.C. 477, Chan Tim; Det. C.C. 645, Ng Fuk.
Commended:—C.C. 189, Tsang Tak.

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FINANCE COMMITTEE.

\$14,399 REQUIRED.

SUPPLEMENTARY VOTES.

Following the meeting of the Legislative Council to-morrow (Thursday) afternoon, a meeting of the Finance Committee will be held when votes for supplementary expenditure totalling \$14,399 will be asked for.

Language Study.

A sum of \$128 is required for language study allowances in 1927. A provision of \$12,000 was made in the estimates and this was increased to \$13,800 by a supplementary vote, but an increase during the last two months of the year in the number of officers studying Chinese resulted in this small excess expenditure.

Education.

Under the heading of Incidental Expenses a sum of \$109 is required by the Educational Department. Provision of \$6,000 was made in the estimate and this was subsequently increased to \$8,365. Crown Agents accounts, however, amounting to \$63 incurred in 1927 were not received till 1928. A transfer of \$60 to the Sanitary Department in payment of material supplied in 1927 was made in March this year. The remaining \$47 covers transfers for disinfectants from the Sanitary Department which were inadvertently omitted when a previous supplementary vote of \$115 was requested.

A sum of \$64 is also required for the Laboratory of the Education Department. Expenditure of \$64 in excess of the amount provided in the Estimates for 1927 was incurred in 1927. The excess was due to the fact that the Crown Agents' account for a 1928 incident costing \$182 for which funds would have been available in 1926 was not received until 1927, and that anticipated savings on the 1927 Estimates to meet this expenditure were not realised owing to the cost of purchases through the Crown Agents in the last quarter of 1927 proving higher than had been expected.

Transport Of Government Servants.

A sum of \$4303 is required for this purpose. Provision in the estimates was \$150,000 which was subsequently increased to \$200,000. A memorandum on the subject says:—

"It is regretted that the supplementary estimate for this service has fallen short of actual requirements by the sum of \$4,303. It is difficult to make an accurate estimate owing to officers being invalided, new officers being sent out &c., all of which involve passages and upset calculations made in the previous year. Further an alteration of the regulations during 1927 involved additional expenditure in that year."

Stationery.

\$8,953 is required for stationery. Provision in the estimates was \$80,000 afterwards increased to \$72,000. A large indent for stationery intended for shipment on 1928 account was sent to the Crown Agents in September, 1927. Owing to some confusion of instructions the goods were shipped and paid for in December, 1927 and in consequence the vote has been exceeded by \$8,953. A corresponding saving will be made in this year's expenditure.

Training In Gynecology.

\$815 is required towards the grant for training in gynecology of the Matron of the Tsan Yuk maternity hospital. In 1923 Finance Committee voted a sum of \$2,500 for the expenses involved in sending the Matron of Tsan Yuk Maternity Hospital to Dublin for training. The actual expenditure incurred was \$1,525 in 1923 and \$615 in 1927. (Continued at foot of next column.)

A CHINESE "DIE-HARD."

"GAOL OR BANISHMENT WILL DO."

VICTIMISING THE TIMOROUS.

"Banish me, or send me to gaol, anything will do," said a Chinese to Major C. Willson at the Central Magistracy yesterday. This easily satisfied man was charged with demanding money from his more timorous compatriots.

It was stated in evidence against him that on April 12th he was squatting at a stall at the Western Market consuming noodles. He had about three cents worth, and not having the money to pay for his meal, he borrowed this meagre sum from another stall-holder.

Sounding His Man.

This overture was apparently a feeler. He found the stall-holder a meek individual and, thinking that he could further work on the fear of the man, he returned that night with another of his boon companions. They found the stall-holder asleep, but rudely woke him up and said sternly: "Why did you not give ninety cents change to a small boy who came here to buy ten cents worth of oranges?" The poor stall-holder was surprised and called upon his gods to bear testimony that he had not seen a dollar note that day.

The two scamps set upon their man and after knocking him about for some time, went away with the parting advice that it would be quite alright, if the "thick-headed" stall-holder would meet them at a certain tea-house the next day.

Set To Get Protection.

The stall-holder did not keep the appointment, and later in the day, his assailant returned and told him that if he would pay \$20 to join a society, his life would be protected; otherwise it would not be worth a straw.

The stall-holder held a conference with his wife, and after much palaver, his better-half advised him to join. The result was that the wife negotiated direct with the defendant and parted with \$13.

The Unlucky Number.

It would have been better if the defendant had not accepted this amount, but probably he did not know that "13" was in any way associated with unlucky things. He took the money and went out for enjoyment. Finding himself in need of money again the next day, he went and "tapped" the stall-holder for another \$5. Apparently he did not realise that there is a limit to the patience of every man, no matter how timorous he may be. The stall-holder, exasperated, went to the Police for protection. A watch was set for the man, and when he returned to get his \$5, he found himself in the embrace of a Chinese detective.

At the Court yesterday, the erring one denied his share in the crime. He said that he was merely negotiating on behalf of the complainant with another man. He was asked to produce witnesses to substantiate his story, but he replied that it would not matter whether he was sent to gaol or banished.

His Lordship accordingly sentenced the man to two months' imprisonment with hard labour.

There is no vote in the 1927 Estimates to which this expenditure can be charged and the present application is in the nature of a revote of part of the money which lapsed in 1926.

League Of Nations.

A grant of \$5,000 was made to the League of Nations Health Organisation Eastern Bureau. This grant was paid by the Crown Agents to the League of Nations at Geneva and difference in exchange resulted in an excess of \$130.21 over the sum voted. To cover this excess a Supplementary Vote is now requested.

WELCOME IN CANTON.

POLICE PAY IN ARREARS.

RULES COVERING EXECUTIONS.

NO MORE TO TAKE PLACE IN THE DAY TIME.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, April 17th.

Marshal Li Tsai Hsin will be very welcome on his return to Canton to-day. Among the high officials, civil and military, who went to Hong Kong to welcome the Marshal were Dr. Chu Chao Hsin, Commissioner for Foreign Affairs of Kwangtung, Mr. Fung Chok Man, Commissioner of Finance, Mr. Li Mon Hin, Inspector-General of Revenue, Mr. Li Tsai, a lieutenant from the Headquarters of the 8th Route Army, and General Chen Tsai Tong, Commander of the 4th Army. Mr. Wu Teh Shing, Commissioner of Reconstruction, is also reported to have gone to Hong Kong this morning by train to be with the rest of the official personages in bidding welcome to the Marshal.

General Hu King Tong, who has been fighting against the Communists and outlaws in the East River districts, left Swatow for Hong Kong yesterday (Monday) also to bid welcome to the returning Marshal. General Hu is expected to confer with Marshal Li in Hong Kong on important civil and military matters, but as it is impossible for him to remain long away from the East River districts it is thought that he will go back to direct to Swatow after his conference with Marshal Li and will not proceed to Canton.

GENERAL WONG SHIU HUNG.

General Wong Shiu Hung, who was appointed commander of the 15th Army by the Nationalist Government at Nanking, will not go back to Kwangsi for the time being. General Wong has long been contemplating a return to Kwangsi, his native province, to carry on the Government there, but on account of Marshal Li's trip to Nanking, the General cancelled his visit in order to assist the Marshal during the latter's absence from the City. With the return of Marshal Li, General Wong will be relieved of much of his heavy responsibility, but he still has important work to do in Canton, and his return to Kwangsi is therefore likely to be delayed for a while. At present his troops are stationed in Shikwan and along the North and West River districts. The policing of the Canton-Hankow Railway is also undertaken by his soldiers.

POLICE PAY.

Owing to the financial stringency of the Canton Municipal Government, the Canton police force have not been paid for some time. It is remarkable that these patrols keep on the way they do, faithfully discharging their duties as public servants when the payment of their salaries is so uncertain. The Police Commission has petitioned the Municipality for financial relief and the Municipal Council decided to authorize the Police to levy a tax on each store and house in the City equal to one half month's rent, the money thus raised to be devoted to the payment of the police salaries in arrear. If all the property owners in Canton pay their arrear assessments, the amount realized would run into hundreds of thousands of dollars. But whether or not this special tax remains to be seen. Most of them have been complaining that the present rate of monthly taxation, which is 15 per cent. of the rent, by the Police Commission for the purpose of maintaining the Municipal Government and its varied functions is too high. Of this 15 per cent. a half is paid by the landlord and a half by the occupants of the premises.

The *Ming Kuo Daily News*, the official organ of the Nationalist Party in Canton, yesterday reported that the Municipal Government has decided to withdraw the franchise granted to the Canada Bus Company. The Company came into operation during the Hong Kong-Canton boycott period.

EXECUTIONS.

The Canton Political Council has issued an order stopping all executions in the day time. Henceforth executions of all criminals, whether they be Communists or bandits, must be carried out either at night or at dusk. The reason for this change of time, according to the Government, is that executions in the day time have a bad effect. The condemned criminal, on his way to the execution, has always to pass through many streets, with a great number of curious people following. Execution at night or at dusk will, it is thought, considerably lessen the number of spectators, moreover it is ordered that the body shall be buried immediately the firing squad has done its work and that the execution ground shall be away from the city.

BIAS BAY PIRATES AT WORK AGAIN.

ANOTHER CHINA MERCHANTS' BOAT THE VICTIM.

CAPTAIN AND CHIEF OFFICER TAKEN ASHORE BUT ESCAPE: FIVE PASSENGERS AND THREE MEMBERS OF THE CREW KIDNAPPED.

TIMELY ARRIVAL OF CHINESE GUNBOAT.

Bias Bay pirates of whom little has been heard since the drastic punishment meted out to them by the *L.4* following the attack and capture of the *s.s. Irene* in October last are again active.

The latest steamer to fall into their hands is the *s.s. Hsin Wah*—another unit of the China Merchants' fleet. This ill-fated vessel left Shanghai on Thursday with a full complement of passengers and cargo. On Saturday evening she was in the hands of pirates, who had embarked from Shanghai as passengers.

The *Hsin Wah* was taken to Sam Chau Inlet—a spot in Bias Bay which is out of the track of shipping and little known to shipping men. The pirates, probably on account of their experience with the *L.4*, were very nervous at the sight of any passing craft and particularly a vessel of war. While at Sam Chau Inlet, they sighted a launch and they hurriedly left the *Hsin Wah* for shore taking the Captain and Chief Officer with them. Later they returned to the ship when the work of transferring the loot to shore was at once commenced. While they were thus engaged a Chinese gunboat passed by, and for the second time the pirates bent a hasty retreat.

Then Captain Jensen, who, as stated, had been taken ashore, seized his opportunity. He jumped into a boat and rowed back to the *Hsin Wah* and at once signalled to the gunboat for assistance. The gunboat responded and sent an armed squad ashore but they failed to find anyone excepting Mr. Licio, the Chief Officer.

The *Hsin Wah* arrived in Hong Kong on Monday night and was kept outside of the Harbour limits by the Police in order that statements might be taken from the passengers and crew. She did not come alongside the wharf until late in the afternoon yesterday.

Five passengers and three members of the crew were kidnapped. The exact amount of cargo taken is not known. It was, however, stated that the ship was not carrying any bullion and that the total value of the loot was within the neighbourhood of \$25,000.

THE ATTACK.

The *Hsin Wah* left Shanghai on April 12th at 3.30 p.m. with about 300 Chinese passengers and a general cargo totalling about 300 tons. Everything went well until Saturday at 7 p.m. Captain M. P. Jensen, master of the *Hsin Wah*, was then in his cabin. He heard a commotion on deck, and rushed out and was met by two armed men. They took him to the bridge, where he found that the Chief Officer, Mr. Licio, was also in the hands of other robbers.

On the bridge, the pirates made the captain understand that they wanted the ship's armoury, and seeing that resistance was out of the question Capt. Jensen ordered Mr. Licio to surrender all arms on board the ship. These consisted of six revolvers, six Greener shot guns and 500 rounds of ammunition. The pirates took charge of the weapons, after which a general ransacking of the ship and passengers was commenced.

SAM CHAU INLET.

A pirate, who appeared to have some knowledge of seamanship, pointed in the direction of Sam Chau Inlet to Captain Jensen and instructed him to take the vessel there. There was no alternative but to obey, and setting a southerly course Sam Chau Inlet was reached on Sunday night when anchor was dropped. Captain Jensen, who had been kept on the bridge throughout this long spell, was then allowed to retire to his cabin. On Monday morning he was again taken to the bridge under armed escort and ordered to take the ship further up the inlet, where a sampans met the pirates.

THE FIRST SCARE.

The work of transferring the loot to the shore was commenced immediately. But a launch came in sight and the work stopped and one of the ship's boats was hurriedly lowered. The pirates made for the land taking with them the Captain, Chief Officer, five passengers and three members of the crew. The launch, however, went on its way and, reassured by this, the robbers once more returned to the *Hsin Wah*. They left the Captain and the Chinese ashore, but took Mr. Licio back with them.

THE SECOND SCARE.

The task of looting was very soon in full swing again. No fewer than 15 pirates were busily engaged in rifling the ship's cargo and passengers' property. A ship load was sent to the beach and then a return was made for more. In this way the pirates had practically carried away all they wanted when the passing of a Chinese gunboat gave them their second fright.

The gunboat was steaming along from the west and the sight of the merchantman carried it to stop. This was too much for the pirates and again they left hastily for the shore.

Once on terra firma, the thought predominant in the minds of the pirates appeared to be to get as far as they could from the gunboat. But they did not leave their loot behind. They took the cargo with them and also the Chinese captives. Captain Jensen, however, was forgotten and jumping into one of the boats lying on the beach he rowed back to his ship, and signalled to the gunboat for assistance. The gunboat came up to the entrance of the inlet, and as she could not proceed any further, the *Hsin Wah* despatched two boats to take an armed party ashore for the purpose of giving chase to the robbers.

The landing party divided themselves into groups and scoured the island for over two hours but all came back with the report that not a soul was to be seen.

Captain Jensen took command of his ship again and sailed for Hong Kong under the escort of the Chinese as far as to Tan I Ang Island.

A PARTING VOLLEY.

Mr. W. Macdonald, the Chief Engineer of the vessel, in relating his experience to a *Daily Press* representative, said that he was in his cabin when he heard the commotion on deck. Like the Captain he was met at the doorway by armed men when he rushed to ascertain the cause of the noise. He was driven back and remained under guard.

The engine room at the time of the attack was in charge of Mr. Beveridge, the second engineer, who was later relieved by a Russian named Solomonuk, the third engineer.

Mr. Beveridge said that the pirates took off their shoes when they attacked the vessel. They had full charge of the two ladders leading up to the bridge. Throughout the attack and during the time the ship was in the pirates' hands, no shot was fired. The robbers, however, fired a parting volley when they were finally scared off by the gunboat.

LIBEL ACTION RESULT.

MR. LEE HYSAN SUCCEEDS.

A DEFAMATORY LETTER.

PUBLICATION PRIVILEGED AND NO EXPRESS MALICE.

Judgment was given by the Chief Justice, Sir Henry Gollan, yesterday in the action for libel brought by Mr. Pedro Jose Lobo, of Macao, against Mr. Lee Hysan, of Hong Kong.

The alleged libel was attached to a petition sent by Mr. Lee Hysan to H.E. The Governor of Macao and other persons. According to the complainant a statement was made that \$120,000 had been paid by the Yue Seng Company to enable them to acquire control of the Macao Opium Monopoly and Mr. Lobo considered the words used reflected misconduct in his duties as an official of the Macao Government.

The Chief Justice held that although the letter was defamatory to the plaintiff, its publication in such instance was on a privileged occasion and there was no proof of express malice on the part of the defendant. Judgment was, therefore, given for Mr. Lee Hysan with costs.

Mr. Eldon Potter, K.C., and Mr. F. C. Jenkin, instructed by Mr. Binke of Messrs. Wilkinson & Grist, appeared for Mr. Lee Hysan and Mr. C. G. Alabaster, K.C., and Mr. Sheldon, instructed by Mr. F. H. Losely of Messrs. Lee & Russ, for Mr. Lobo.

In the course of his judgment, the Chief Justice said: "In view of the action of the Government of Macao with respect to the termination of the opium contract with the Yue Seng Company and of the public announcement as to the future policy of that Government with regard to opium, it was quite natural that the defendant should have been surprised at the rumours and information to which references have been made. He said that in consequence he started on the preparation of a petition to the Governor of Macao in which he set out his general services and benefactions to the Colony of Macao and his fulfillment of all obligations under his contracts with that Government, and on these grounds he based a claim for fair and sympathetic treatment at the hands of the Government where his interests or those of the Yue Seng Company were concerned. The defendant stated, and his statement is borne out by the evidence, that the original of the petition had been typed and copies of it and most of the appendices to it had been already printed when he received a letter dated August 23rd, 1927, from Fung Cheong with the result of enquiries suggested in the letter of the defendant to Fung. That letter, which was included in the petition, carried substantially the meaning placed upon it by the plaintiff and was defamatory to him. No attempt was made to justify that defamatory meaning and the defendant, through his counsel, expressly stated that he made no reflections on the honesty or official conduct of the plaintiff."

The plaintiff further alleged that the petition, including the "Fung letter," came into the hands of certain persons in Macao and Hong Kong and was published by them. The vernacular in Macao was Portuguese and the plaintiff must show affirmatively that the persons to whom the letter was delivered read and understood its contents. His Lordship said that he was of the opinion that the Governor of Macao read and understood the letter but, at the end of the case, he had held that there was no evidence to show that any of the members of the Legislative Council of Macao had read and understood it. With regard to 10 lawyers, he had held there was evidence of an actionable publication to Dr. C. M. Leiao, but not to the remaining 15.

As regards publication in Hong Kong it was proved in the case of Senor Albuquerque, the Portuguese Consul General, and Mr. Cheung Choi, but the former publication was made after the issue of the writ and was not therefore actionable in the proceedings. In the latter case it was admitted but was alleged to have been made for the purpose of obtaining a translation of the "Fung letter" in Chinese.

His Lordship was of the opinion that each publication proved was made on a privileged occasion and in the absence of evidence of express malice the case for the plaintiff must fail.

Question Of Express Malice. Counsel for the plaintiff had argued that the phraseology of the petition and of the "Fung letter" showed that the defendant was under the influence of anger and that his language was of such a violent character as to lead to the

CORRESPONDENCE.

HONG KONG LOAN ASSOCIATION.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

SIR,—Your article on the above matter has resulted in my bombardment by the money-lenders. They believe that the remarks in that article are from me or were told by me to your representative and to my misfortune, you omitted in my letter of yesterday the important words "That the money-lenders do tell to the Judge in Court that the actual sum is half or whatever it may be."

All that happened was that your representative came to make enquiries regarding this association, and asked me if he could obtain any copy of the rules or Articles of Association. I referred him to the office of the Association. I did not remember at that time who were the five directors. I recollected only two or three of them.

You will, therefore, greatly oblige me in publishing the fact that the remarks made in your paper regarding the undesirable practice of not giving receipts for interest, charging horrible interest, or any other remarks against the money-lenders, were not made by me. Though it does not appear from that article that such remarks were made by me, the mere fact of your representative's interview perhaps gives the money-lenders the idea that I criticised them. A thousand times I will criticise any wrong-doer or an undesirable action, but in this particular matter I never undervalued the other money-lenders or overvalued the Loan Association. I have no concern with either of them and why, unnecessarily, should I expose one or hide the other. I am very sorry that the money-lenders' feelings have been injured on account of their own misunderstanding, but I cannot help it, if they are misled by a gentleman who translated to them the stiff remarks and attributed them to my utterances. I wonder who is the man who suggested to them that such remarks were mine, and whether he can sufficiently understand the English language.

Thanking you for your favour to me and hoping that you will kindly oblige me in giving publication of this letter in your valuable paper.—Yours faithfully, K. S. CHOWDHURY, Hong Kong, April 17th, 1928.

BLASTING AT MORRISON HILL.

RESIDENTS GET A FRIGHT.

HOUSES DAMAGED.

Shopkeepers and residents in Morrison Hill Road on the Tin Lok Lane side had an anxious time during the five o'clock afternoon blasting operations at Morrison Hill on Monday.

Large pieces of rock were hurled across the road, and, according to a resident in that locality, the inmates of the houses have not had such a fright since the work of demolishing the hill began. Most of them fled to the rear part of their premises for safety and casualties were few, but a Chinese youth had to be taken to the Government Civil Hospital suffering from injuries caused by flying fragments. Many of the houses as far as the Nanyang Brothers' factory had damage done to the walls. The house that suffered most was the one in front of the market occupied by brass workers. The door post of this house was loosened from the wall by the force of the blow. The part of the hill now being demolished is of hard granite and owing to the steep incline it is apparently difficult to cover the blasting charges properly.

conclusion that he was actuated by wrong feeling against the plaintiff. His Lordship said he had considered the language complained of, but could not see that it disclosed any excessive violence of language.

His Lordship then dealt with the enquiry which was instituted by the Governor of Macao. He said he could see nothing in the defendant's evidence given at the enquiry which could be considered as showing he was actuated by express malice, or as showing that he was under the influence of any wrong or sinister feeling.

"In the result I have come to the conclusion," said the Chief Justice, "that, though the 'Fung letter' is defamatory to the plaintiff, its publication was in each instance on a privileged occasion and that the plaintiff has failed to prove that, in making any such publication, the defendant was actuated by express malice. My judgment is for the defendant with costs."

KEEP OUT THE SUN!!

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AND ARE EASY TO HANG

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In this volume the Author tells the stories of strange crimes, famous in their day, but now forgotten.
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- "HANDBOOK FOR WIRELESS TELEGRAPH OPERATORS WORKING INSTALLATIONS LICENSED BY HIS MAJESTY'S POSTMASTER-GENERAL." ... 60 Cts.
Revised in accordance with the radiotelegraph convention of London, 1912, and the Paris, 1925, revision of the International Telegraph Regulations.

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NEW ADVERTISEMENTS.

HONG KONG CRICKET CLUB.
TENNIS TOURNAMENT.

SUBJECT TO Ground and Weather Conditions the following is the Proposed Programme:-

THURSDAY, 19th APRIL.—
YELLOW TICKET.
SEMI-FINAL DOUBLES
(Lower Half).
FRIDAY, 20th APRIL.—
GREEN TICKET.
SEMI-FINAL DOUBLES
(Upper Half).
TUESDAY, 24th APRIL.—
BLUE TICKET.
SEMI-FINAL SINGLES:
No. 10 KWONG v. S. A. BENJAMIN.
WEDNESDAY, 25th APRIL.—
PINK TICKET.
SEMI-FINAL SINGLES:
E. C. FINCH v. T. HOWE.
RESERVED SEATS may now be
Booked at Messrs. MOUTRIE & CO.
Price: \$1 Each. [6147]

PUBLIC AUCTION.

THE Underigned have received
Instructions from THE REGISTRAR,
Supreme Court,

To Sell by

PUBLIC AUCTION,

ON
WEDNESDAY, 18th APRIL, 1928.
Commencing at 2.30 P.M.

ON THE PREMISES

THE GOODS AND CHATELAINS OF
MR. J. MIBBY of No. 15, HAN-
KOW ROAD, KOWLOON.

Terms:—Cash on Delivery.

LAMBERT BROTHERS,
Auctioneers. [6149]

G. B.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS
of Sale by Public Auction to be
held on MONDAY, the 23rd DAY of
APRIL, 1928, at 3 p.m., at the Office
of the Public Works Department,
of One Lot of CROWN LAND at New
Kowloon in the Colony of Hong Kong
for a term of 15 years, commencing
from 1st July, 1928, with the option
of renewal at a Crown Rent to be
fixed by the Surveyor of the Land
the King, for one further term of 24
years less three days.

PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary Measurements.	Contents in square feet.	Annual Rental.	Upset Price.
1	New Kowloon Island, Lot No. 1147, Boundary Street near Mr. Yan Wei.	As per sale plan.	435,600 2,000	120,000	

[6145]

HONG KONG GENERAL CHAMBER OF COMMERCE.

THE ANNUAL GENERAL MEETING of Members will be held on
TUESDAY, 24th APRIL, 1928, at 4
p.m., in the CITY HALL, for the
following purposes:

- (1) To receive the Report and Accounts for the Committee for the Year ended 31st DECEMBER, 1927.
- (2) To elect a new Committee.
- (3) To transact any General Business.

By Order,
M. F. KEY,
Secretary.
Hong Kong, 17th Apr., 1928. [6146]

CHINA SUGAR REFINING CO., LIMITED.

NOTICE.

THE FIFTIETH ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the above Company will be held at the Office of the General Agents, FENDER STREET, on TUESDAY, 24th APRIL, 1928, at Noon, for the purpose of receiving the Report and Statement of Accounts for the Year ending 31st DECEMBER, 1927.

The TRANSFER BOOKS of the Company will be CLOSED from 17th to 24th APRIL, 1928, Both Days inclusive.

JARDINE, MATHESON & CO., LTD.,
General Agents. [6129]

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INTIMATIONS.

NOTICE.

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TO LET.—OFFICE, ASIATIC BUILDING—Apply P.O. Box 22. [6148]

TO LET.—From 1st MAY, Four Roomed BUNGALOW together with Garage on Motor Road near MAGNET GAP. Fully Furnished, Modern Conveniences.—P.O. Box 22. [6141]

TO LET.—From 1st MAY, Four Roomed HOUSE, LUGARD ROAD, THE PEAK. Fully Furnished, Modern Conveniences.—P.O. Box 22. [6142]

TO LET.—Fully Furnished with Servants for Six Months from 1st JUNE, 1928. The PEAK, MOUNT KELLY, 5 Roomed Concrete HOUSE. All Modern Conveniences. Rain Water. Apply: HASTINGS, DENNIS and BOWLEY, 8, DE VORX ROAD CENTRAL. [6123]

NEWLY Furnished 5 Roomed BUNGALOW, MAGNET GAP, Tennis Court, Modern Sanitation. TO LET for 6 Months from 1st JUNE. Moderate Rental to Suitable Tenant. Apply Box No. 6133, c/o Hong Kong Daily Press. [6133]

THE MISSES WOODS wish to Announce their Departure from the Colony for Good on MAY 20th by "Express of Asia," and to give Notice that they TERMINATE their TUITION DANCING on MAY 20th. Pupils should book Early for the VALE BLUES, a Dance that is Most Essential to Learn.—Studio 3, BEACONFIELD ARCADE. TEL. C. 3128. [6128]

LOST UMBRELLA on MONDAY, on the Road between REPULSE BAY and HOW KONG. Anyone Betraying Same to the Hong Kong or REPULSE BAY HOTELS will be Rewarded. [6129]

TO LET.—From 1st MAY, Nice Furnished FLAT in Desirable Part of NATHAN ROAD. Modern Conveniences. Reasonable Rental.—Apply: Box 330, c/o Hong Kong Daily Press. [6130]

DEATHS.

CLARKE.—On April 11th, at Victoria Nursing Home, Shanghai, RICHARD MORRIS CLARKE, Public Health Dept., S.M.C., and late of Yokohama.
HAWORTH.—On April 8th, at Manchester, England, CHESTER HAWORTH, Managing Director, Richard Haworth & Co., Ltd.

Hong Kong Office: 11, Ice House Street.
London Office: 31, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

Hong Kong, April 18th, 1928.

A GREAT ACHIEVEMENT.

The Atlantic, through the daring of one Irishman and two Germans, has at last been conquered by aeroplane in a flight from east to west, and the highest tributes are deservedly paid to the courage of these three men. Not one of the other gallant spirits who started out on that great adventure won through, even when the most careful preparation had been made to ensure success. For on the westward flight there are many factors beyond human control. Some of them indeed are even now scarcely

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Unequalled by any similar product throughout the world.

FORMAZONE

The non-alcoholic Champagne. An excellent substitute for sparkling wine, possessing the same wonderfully stimulating and refreshing qualities.

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SPARKLING MINERAL WATER.

A Delicious Table Water, healthful and refreshing.

Blends excellently with Wines and Spirits, especially Whisky.

IN QUARTS, PINTS & SPLITS.

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Aerated Water Manufacturers.

ESTABLISHED 1841.

realised by the general public. The tragic fate of Captain HINCHCLIFF and Miss MACKAY, the most recent victims of Atlantic flying, proves how powerful are the forces arrayed against an aeroplane pilot otherwise well equipped for the journey.

Captain HINCHCLIFF started with the weather reports favourable. The risk of change of wind was, however, present as it always is in the Atlantic, and it is well-known that over that vast expanse of ocean the prevailing winds are westerly. A weather report received in England on the morning of a projected flight may state that the conditions are perfect, yet within a few hours the favouring breeze may change to an easterly gale. The danger of engine failure is, therefore, enormously increased. The difference between a following and an adverse wind of 20 miles an hour amounts to a mileage difference of 40 miles an hour. There is, however, another tremendous difficulty confronting the airman on the voyage from east to west.

In flying from America to Europe a pilot has an immense stretch of coastline to aim at, spread out from the Orkneys all down England, France and Spain. He knows that if he keeps on he is bound sooner or later to come to a hospitable and inhabited shore where friends will gladly help him and provide for his immediate needs. But the pilot who starts from Europe to reach America has a very different problem before him. A glance at the map will indicate the nature of the task.

Nowfoundland appears as a speck which requires skilful navigation to hit, even apart from the effects of shifting air currents in mid-Atlantic. If the pilot should miss it and steer to the north he has

nothing below him but a desolate and, sparsely inhabited region where he may have to land when his petrol is exhausted. There is then nothing but death from slow starvation in the wilderness of desolation of Labrador. If, on the other hand, he should miss Newfoundland by going only a few miles too far south he is faced with an extra five hours flying over sea, which may mean the end of his petrol before land is sighted.

In view of these facts the experts had excellent reasons for urging that every machine attempting the journey should carry a separate navigator, and be equipped with a wireless receiving set so that weather reports could be obtained. Such reports would be useful to some extent, but obviously not to a great extent, because there would still be the risk of a sudden change of wind which reports cannot prevent, a fatal error in navigation, or a technical defect involving disaster. It is apparent that in the flight from east to west the airman who challenges Fate and stakes his life on the venture has the dice loaded against him.

There still remains the question—What is the good of it? In England informed opinion holds that in the present stage of aeronautical development there is nothing to be gained or proved by flights, even if successful, over this dangerous route from east to west. They can only cause anxiety and perhaps permanent suffering to the relatives and friends of those who take part in them, without any compensating advantage to the rest of the nation or the science of aviation. As the outcome of Captain HINCHCLIFF's flight his life was lost, and also that of Miss MACKAY, the daughter of Lord INCHCAPE, head of the P. & O. Company. Following that disaster, it was generally felt that for the present at least no support should be given to further attempts to fly across the Atlantic from the English side. But it was too much to expect that public opinion of this nature would influence the issue for as the two Germans and the Irishman have proved, there are not lacking those who hold life so cheaply that they are ever ready to weigh it in the balance against a great achievement.

ACCIDENTAL DEATH.

INQUEST AT KOWLOON.

At an inquest held yesterday afternoon by Mr. W. Schofield at the Kowloon Magistracy, the jury, without retiring, returned a verdict of accidental death.

A Chinese coolie employed at the Kowloon Godowns received injuries on March 9th whilst engaged at work at the godowns. He fell from a plank about 8 feet high and a bag of wax estimated to weigh 200 lbs., which he was carrying, fell on top of him. He was immediately taken to the Kwong Wah Hospital where he died on March 25th.

Dr. E. F. Dovey, medical officer in charge of the Kowloon Mortuary certified death to be due from fracture of the spine.

WEATHER REPORT.

The weather report, forecast and remarks issued by the Royal Observatory at 5.45 p.m. yesterday stated:—

An anti-cyclone central over Hokkaido now dominates the map. A depression is still shown over Indo-China.

Local Forecast:—East winds, fresh, overcast, some rain.

An order was made at the Central Magistracy yesterday for the commitment of W. Feeney, an ex-soldier of the K.O.S.B., to the House of Detention, on a charge of being a vagrant. The police stated that Feeney had just completed a term of imprisonment for damaging property, and he was being sent home by the Government next Saturday.

PERPETUAL FLOW.

NOVELTY ADVERTISING.

A BOTTLE AND A LITTLE JUG.

A large crowd gathered at the Bank of China building yesterday morning, gazing up at a first floor window in utter bewilderment. Among them were several Europeans. All were endeavouring to solve the mystery of how a pint bottle could provide a flow of liquid for hour after hour.

Looking from the street one could see a pint bottle suspended horizontally on two strings attached to a rod. Just below the neck of the bottle was a little jug. Water was continually pouring out from the neck of the bottle into the jug. The contents of the bottle appeared inexhaustible and the jug, although small in size, seemed capable of holding unlimited quantities of fluid.

The matter was easily solved when a Daily Press representative went up to Messrs. Banker & Co., at whose window this little mystery was displayed. Our representative was told that there was no mystery in the bottle or the jug. The whole contraption was described as the "perpetual flow," and it has been sent out to them by the Milton Disinfectant Co.

It is only a novel way of advertising their products. The bottle which hangs horizontally is in fact empty. Inside the jug is a little tube and this is connected to a small motor concealed under the small table holding the jug. The motor shoots up the water from the tube into the neck of the bottle, and it keeps flowing back to the jug and into the tube. The law of gravity plays one part and a mechanical device another. That is the solution of the puzzle.

BIBLIOTHEQUE FRANCAISE.

IN A FLOURISHING CONDITION.

LECTURE SCHEME.

At the annual reunion of subscribers of the Bibliotheque Francaise held yesterday in the French Consulate, where the library is housed, Mr. M. J. B. Montargis, the Chairman, spoke of the amazing progress that the society had made under M. Dufour de La Prade, the French Consul, during the past year.

Over 500 volumes had been added, making a present total of 1,250. The greater number of the books had been bound alike and were housed in easily accessible shelves. It was hoped to complete the re-binding very shortly, and to augment the library with a section of French books treating of English men of letters, and a further section dealing with Far Eastern matters. In the meanwhile the fiction library was not to be neglected, and new works of merit, as well as those classical romances not yet acquired, were to be added as funds permitted.

The membership had increased very considerably, there now being 60 ordinary members besides the founders and life members. Membership was open to all nationalities.

The aim of the society is to provide a permanent supply of French books, for the reading public of Hong Kong at the lowest possible rate. At the same time it is hoped during the current year to inaugurate bi-annual dinners to be followed by a lecture on French literature or art. A scheme for French classes was suggested but it has not proved feasible to start these up to the present. The financial position of the society is eminently satisfactory.

About twenty members were present at yesterday's meeting and after the business on the agenda had been completed, toasted the success of the society in their national beverage—champagne.

GOVERNMENT CLERKS.

QUESTION OF QUARTERS.

MR. BRAGA'S SUGGESTIONS.

MEETING OF THE SANITARY BOARD.

Speaking at the fortnightly meeting of the Sanitary Board yesterday, Mr. J. P. Braga, remarked that in the Estimates of the Sanitary Department for 1929, he noticed that a recommendation for quarters for two Inspectors and also for scavenging coolies had been made, but there was no recommendation for quarters for the clerical staff.

Mr. Braga asked whether the high cost of living in the Colony was likely to fall more lightly on the subordinates than upon the highest paid officers of the Government. Those present at the meeting were Messrs. W. J. Carrie (President), J. Watson (Secretary), Wong Kwong Tin, and J. P. Braga, and Dr. W. V. M. Koch, G. W. Pope (M.O.H.), and H. A. Fawcett.

After the adoption of the Committee's report had been proposed by the President and seconded by Mr. Wong Kwong Tin, Mr. Braga said:—Sir, Particularly with regard to two recommendations in the Estimates Sub-Committee, the first is the inclusion of a market for Kowloon Tong in the list of Public Works Extraordinary; and the second, quarters for scavenging coolies at the rear of the Kowloon Disinfecting Station. There is also a recommendation for quarters for two Inspectors at Kennedy Town. The omission of any recommendation for quarters for the clerical staff is forced upon my notice.

Anticipating Criticism. I am anticipating reply to this criticism by stating that I shall probably be told that the provision of quarters for the clerical branch of the Civil Service is a question of policy to be dictated by the Government and cannot be included in any recommendation by a Sub-Committee of this Board on the estimate of expenditure. At the same time, as a member of this Board, I cannot refrain from observing that while Civil Servants of the highest grade have quarters provided for them, and there is also the inclusion of quarters for inspectors and coolies in the recommendations of the Estimates Sub-Committee, a claim might be preferred on behalf of the clerical section of the Service. It cannot be said that the incidence of the high cost of living in the Colony falls any more lightly on the subordinates than on the highest paid officers of the Government. I imagine that the reverse is the case.

Central Market Improvements. When the Estimates were discussed this time last year, in reply to my suggestion for certain improvements in the Central Market, your predecessor informed the Board that my suggestion would be passed on to the Colonial Veterinary Surgeon. I am disappointed that nothing has been heard from the Veterinary Surgeon since the Board meeting on the 22nd March last year. Nothing has been done and, as far as can be seen, nothing is likely to be done for the next year, to obtain a more hygienic condition in the Central Market.

A Comfortable Bath. I am glad to see that bath houses are recommended for Shamshui and Hungshom. These conveniences should be greatly appreciated by the working classes and should place at their disposal, within easy reach of the industrial establishments, the means of a comfortable bath at the end of a day's work.

More Open Spaces And Better Health. I hope the time is not far distant when open spaces and public recreation grounds for the industrial classes will come to be recognised as a provision that will have to be made out of the revenue of the Colony to secure better health of its inhabitants. For example, the ravages of tuberculosis might be minimised if greater facilities were provided to the industrial classes to remain out in the open air of an evening instead of being huddled together in the vitiated atmosphere of cubicles in crowded tenement houses. Places like the Blake Garden in Tsingtau, should be reproduced in the industrial districts of Hongkong and Hok On at Kowloon and of Shauiwan in Hong Kong. Reservations for recreation grounds should also be advocated for the neighbourhood of Shamshui.

I hope it is and outside the province of this Board to formulate recommendations in the directions I have indicated for submission to Government for its favourable consideration.

(Continued on next Column).

MARSHAL LI TSAI HSIN'S RETURN.

ARRIVAL BY THE "SARPEDON."

CONFERENCE WITH H.E. THE GOVERNOR.

LEAVES BY AFTERNOON TRAIN.

There will be considerable satisfaction in Canton at the return of Marshal Li Tsai Hsin from his trip to the North. Many messages were sent to him pointing out how urgently his presence was required in the South, but until a few days ago his movements were very uncertain and rumours even began to circulate that he was being detained on the Yangtze against his will.

Great relief was experienced, therefore, when authentic news came to hand that he had definitely taken passage by the Blue Funnel *Sarpedon* from Shanghai. There is no doubt that his resumption of the position as head of the Government in Canton will materially help to restore confidence among all the law-abiding inhabitants of that City.

The *Sarpedon* arrived yesterday morning about 7.30 and immediately she berthed police launches went alongside. The Marshal was accompanied by General Chen Ming Shu and Madame Chen Ming Shu, Mr. Lai Man Yam, Secretary, Mr. Tang Ka Yin, Mr. Leung Show Mee, and several other officials.

Marshal Li was met by Capt. Whyte, A.D.C. to H.E. the Governor, and the Hon. Dr. R. H. Kotewall and in their company he left the *Sarpedon* by the steam launch *Victoria* and landed at Queen's Pier where a number of police were stationed.

A number of the Marshal's friends and colleagues from Canton had come to the Colony to welcome him. Among these were Mr. Chu Chao Hsin, the Commissioner of Foreign Affairs to the Southern Government, Mr. Feng Cho Man, Commissioner of Finance, Pun Map Che, Commander of the Bocea Tigris Force, Mr. Cheung Wai Cheung, Director of the Aerial Department, Canton, Mr. Chan Hing Wan, Commander of Cheung Chow Forts, Canton, and General Tang Shi Chang, Chief of the 5th Army and Chief of the Canton Police, a number of prominent local Chinese merchants were also among the company.

VISIT TO GOVERNMENT HOUSE.

It was known that Marshal Li would pay a visit to Government House on passing through the Colony, and upon landing he and his staff proceeded there direct by motor-car, accompanied by Capt. Whyte. They were received by H.E. the Governor and stayed toiffin after which there was a general discussion upon questions in which both Canton and Hong Kong are interested. There was, however, nothing in the shape of a formal conference.

Marshal Li, who appears to be well satisfied with the results of his visit to the North, left for Canton by the afternoon train, being accompanied to the station by a number of his own friends and by Capt. Whyte, A.D.C., on behalf of H.E. the Governor.

Mr. Braga added that on the whole the Committee should be congratulated on their report. They had attended every detail and the remarks which accompanied every item were most helpful.

Mr. Carrie's Replies.

Mr. Carrie, in reply, said he thought Mr. Braga was right in saying that the Board would be going outside its province in making representations for the clerical staff. He would, however, point out that there were, of course, quarters for them. A block of houses in Perpetual Street was rented by the Government, and these were let out to members of the clerical staff at reduced rental. The rents charged in the Colony, Mr. Carrie added, did not fall so hardly on the clerical staff now as they did before. The clerical staff were able to get quarters on a certain percentage of their salaries.

The question of the Central Market was raised last year, he continued, but he could not remember what stage it had reached. He promised to look the matter up and bring it before the Board at the earliest opportunity.

With regard to grounds and open spaces, the committee, which was formed some years ago for the purpose, had prepared maps with such spaces reserved and he could produce copies of those maps if desired.

SENSATIONAL RECAPTURE OF LINCHENG.

REWARDS FOR ALL WHO ENTERED THE CITY.
GENERALS EXECUTED BY SHANTUNG COMMANDER.

CANTON'S CONTRIBUTION TO LIANG HU ARMY.

RAPID NATIONALIST ADVANCE IN SHANTUNG.

Marshal Chang Tsung Chang, according to a message from Nanking, has ordered a general retreat of his Shantung and Chihli forces to Tainan and Tsinan, having first executed some of his leading generals. Marshal Chang Tsung Chang himself asserts that he was only drawing on the Nationalists so that Sun Chuan Fang could cut off their retreat.

A story of a sensational recapture of Lincheng comes from Tsinan. Chang Tsung Chang offered a reward of \$10 to each man and \$30 to each officer who entered Lincheng, and then, putting himself at the head of a picked body of 5,000 men, attacked at dawn and recaptured the town.

It would appear, from a *Reuter* message from Shanghai, that Marshal Sun Chuan Fang is almost, if not entirely cut, off from communication with his own side. He is said to be advancing on a line between Peihshien and Kweichow. Marshal Chiang Kai Shek's forces are certainly a long way to the north of this line, and Marshal Feng Yu Haiang was yesterday reported to have taken Kuye. These two marshals must by this time almost have joined forces being the back of Marshal Sun Chuan Fang, unless the Christian General has met with a reverse.

RAPID NORTHERN RETREAT.

SHANTUNG GENERALS EXECUTED.

FURTHER NATIONALIST SUCCESSES.

[THROUGH REUTER'S AGENCY.]

NANKING, April 17th. An official message from the Nationalist Headquarters at Haichowfu reports the occupation of Teowhsien on the 15th. Later Yen-chowfu was surprised and furiously attacked on Monday morning and occupied in the afternoon, the Shantung defenders surrendering. The message adds that Marshal Chang Tsung Chang, the Northern Governor of Shantung, after executing several of his leading generals, ordered a general withdrawal of Shantung and Chihli forces to Tainan and Tsinan.

The Nationalists have captured Ichowfu in south-east Shantung.

BIG SOUTHERN ADVANCE.

LARGE NORTHERN FORCE CUT OFF.

REINFORCEMENTS FOR NATIONALISTS.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, April 17th. While it is extremely difficult to estimate accurately the fortunes of the fierce struggle at present going on south of the Yellow River in the vicinity of the Honan-Kiangsu-Shantung borders, there is reason to believe that Marshal Chiang Kai Shek's forces have reached Lincheng on the Tientsin-Pukow Railway.

The Kuomintang are also believed to have captured Kuyehsien and are now threatening Taining. The Northern forces are falling back towards Yenchow.

On the other hand, 20,000 of Marshal Sun Chuan Fang's troops are reported to be advancing in north Honan on the Peihshien-Fenghsien-Kweichow front. If this is true, it seems certain that these must be enveloped by the converging Kuomintang and Nationalist forces in Shantung.

Nationalist reinforcements continue to arrive at Haichowfu, the latest arrival being General Chu Pei Teh with the 3rd and 31st Kiangsi Armies.

CANTON'S WAR CONTRIBUTION.

[Wah Ts Yat Pao.]

SHANGHAI, April 17th. The "Liang Hu" (Hunan and Hupeh) expeditionary troops, numbering about three army corps, are concentrating at Hsinching and other points on the southern Honan border in readiness to begin operations against the Northern forces. The Canton Government is reported to have consented to supply to them a monthly sum of \$1,000,000 for military expenses during the period of the expedition. It is found insufficient, the Nanking Government shall be held responsible for the balance. General Li Chung Jen will proceed to the front to direct operations, leaving General Chiang Chien to take charge of the situation at Hankow.

FUSHUN COLLIERY DISASTER.

WATER SWAMPS MINE.

HUNDREDS OF WORKERS DROWNED.

[THROUGH REUTER'S AGENCY.]

MUKDEN, April 17th. There has been a terrific inrush of water from abandoned workings, which has submerged part of the famous Fushun Colliery, drowning most of the working miners. At present it is known that four hundred and seventy are dead. All the victims are Chinese. Material damage is considerable.

The Fushun mine is the property of the South Manchuria Railway and the largest open-cut mine in the world. The production last year was 8,000,000 tons, and the total output hitherto has been 50,000,000 tons.

SAFEGUARDING JAPAN'S INTERESTS.

[THROUGH REUTER'S AGENCY.]

TOKYO, April 17th. The Cabinet this morning decided, in view of the advance of the Nationalists in Shantung, to order marines to be landed at Tsingtao. These troops can be sent, if necessary, to Tsinan.

The question of sending troops from Japan will be decided probably to-morrow. Meantime the troops in Tientsin will be held in readiness to proceed to Shantung.

NEWS TO JAPAN.

[Wah Ts Yat Pao.]

SHANGHAI, April 17th. General Li Lich Chun has telegraphed to the leaders of the Minseito party and other democratic bodies in Japan, stating that the Southern revolutionary army had gained considerable success in the expedition against the Northern forces. He predicted in the same telegram that the complete success of the expedition was in sight.

SPEEDY NATIONALIST ADVANCE.

[Wah Ts Yat Pao.]

SHANGHAI, April 17th. According to a report from the front to the Pukow railway station, the Southern army under General Sha Tao Yin took Yenchow, about 180 miles north of Lincheng, on the morning of the 16th inst. The Northern army at Taining and Kacheng, fearing that their communications with the rear would be completely cut off, have retreated northward through Tungping and Shinseng.

THE FIGHTING MAN'S NEEDS.

[Wah Ts Yat Pao.]

SHANGHAI, April 17th. Citizens of Nanking are starting a movement to organize a service to minister to the needs of the soldiers now operating at the front.

ANOTHER TURN-COAT.

[NAVAL WIRELESS.]

HANKOW, April 16th. A report from Hoonan states that General Lu Chung Lin (formerly the Christian General's right hand man) has deserted the Nationalist cause.

BANDITS' ACTIVITIES.

MORE FIRING ON FOREIGN CRAFT.

[NAVAL WIRELESS.]

HANKOW, April 16th. Bandits have again been firing upon foreign tugs and lighters in the vicinity of Mei Tan Chu, 23 miles above Hankow, on the Yangtze River.

These bandits are thought to be migrating and Mei Tan Chu appears to be a convenient place for them to cross the Yangtze.

ARMoured CAR RAIDS.

[THROUGH REUTER'S AGENCY.]

PEKING, April 17th. Northern armoured cars are now able to cross Changho bridge and claim to have destroyed a Kuomintang steel train near Changho.

MORE EARTHQUAKE HAVOC.

MEXICAN TOWNS DESTROYED.

MANY BUILDINGS COLLAPSE.

[REUTER'S AMERICAN SERVICE.]

VERA CRUZ, April 17th. Several towns in Oaxaca State are believed to have been destroyed by an earthquake which rocked south Mexico. Many buildings collapsed in Oaxaca City, where the shocks were most severe, while most of the buildings in Pinotepa and Textepec were damaged. Buildings in Vera Cruz were also rocked, but apparently there was no loss of life, and damage was small.

BURIED ALIVE BY EARTHQUAKE.

BANK ACCOUNTANT'S ORDEAL.

[THROUGH REUTER'S AGENCY.]

SOFIA, April 18th. During the work of clearing the earthquake ruins of the five-storey People's Bank at Chirpan, the chief accountant was discovered alive under a mass of masonry which had protected him. He had spent twenty-six hours under the debris. He was taken to hospital.

[THROUGH REUTER'S AGENCY.]

BUXARIST, April 17th. A further earthquake occurred at 3 a.m. and lasted a few seconds. No damage was done.

INDIAN UNREST.

GENERAL STRIKE THREATENED.

[THROUGH REUTER'S AGENCY.]

BOMBAY, April 18th. The recent unrest among the Bombay mill workers has culminated in 20,000 operatives laying down tools, a result, it appears, of the labour leaders circulating leaflets recommending a general strike.

[THROUGH REUTER'S AGENCY.]

BOMBAY, April 17th. Events in the mill area appear to be moving towards a general strike, as a demonstration in opposition to the double shift system, which is gradually being introduced in Bombay mills.

A large procession brought out the workers in ten more miles. There are now 32,000 strikers.

JUDGE GARY'S SUCCESSOR.

POST WITH IMMENSE SALARY.

[REUTER'S AMERICAN SERVICE.]

HOBOKEN, April 17th. Thomas Lamont, partner in J. P. Morgan, has been elected director of the United States Steel Corporation replacing the late Judge Gary.

[REUTER'S AMERICAN SERVICE.]

RENO (Nevada), April 17th. Sinclair Lewis has been divorced on the ground of desertion.

LORD TREMATON'S COFFIN.

CARRIED BY DESTROYER.

[BRITISH WIRELESS SERVICE.]

RUGBY, April 18th. The British destroyer *Tempest* will convey the remains of Lord Trematon from Calais to Dover on Wednesday. The coffin will be taken on to Windsor where the funeral will take place on Friday in Saint George's Chapel. The service will be of a private character, attended by the King and Queen, members of the Royal family, and intimate friends. Afterwards the coffin will be deposited in the Royal Mortuary Chapel.

In the South African Parliament this afternoon, the Premier moved the adjournment as a token of sympathy with Lord Athlone, Governor-General, and Lady Athlone, parents of Lord Trematon.

ROYAL VISIT TO DENMARK.

BELGIAN KING AND QUEEN.

[THROUGH REUTER'S AGENCY.]

COPENHAGEN, April 18th. The King and Queen of Belgium, accompanied by the Count of Flanders, Princess Marie Jose and M. Hymans, the Minister for Foreign Affairs, have arrived here. They were received at the station by the Danish Royal family, Government Ministers and military and civil authorities and were cheered by the crowds en route to the Palace.

AWKWARD SITUATION SAVED.

JAPANESE PROFESSOR RESIGNS.

[THROUGH REUTER'S AGENCY.]

TOKYO, April 17th. Professor Kawakami, the radical professor whose dismissal was demanded by the Government, has resigned.

COSTES' GREAT DESIRE.

PARIS TO NEW YORK FLIGHT.

WAITING FOR A PLANE.

[THROUGH REUTER'S AGENCY.]

PARIS, April 17th. Costes in an interview has said that his greatest desire is to attempt the flight from Paris to New York. He is only waiting for a suitable plane.

TRAFFIC IN NARCOTICS.

RESOLUTION OF THE CONFERENCE.

[THROUGH REUTER'S AGENCY.]

GENEVA, April 17th. With the exception of the annual reports of the United States, Japan and Portugal on the import and export of narcotics, the Committee passed the reports of all countries, after which the Committee requested Sir Malcolm Delevigne to draft a resolution asking the Government to include benzoin and morphine in the regulations dealing with the manufacture and import and export of other dangerous drugs.

TALKS WITH DUTCH GROWERS.

CONFERENCE PROCEEDS AMICABLY.

POSSIBLE WORKING ARRANGEMENT.

[THROUGH REUTER'S AGENCY.]

LONDON, April 16th. The Secretary of the Rubber Growers' Association, at whose office the conference is being held, stated that the conversations were proceeding amicably.

Some Arrangement Possible.

[BRITISH WIRELESS SERVICE.]

RUGBY, April 18th. Informal conversations took place to-day in London between seven representatives of the Dutch Rubber Producing Committee and seven leading British rubber producers. They discussed the situation created by the removal of the restriction on the export of rubber from Malaya and Ceylon.

It is believed on the rubber market that some kind of arrangement may be reached whereby the British and Dutch producers will co-operate for the benefit of the industry.

NICARAGUAN REVOLT.

COST OF EXPEDITION.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, April 18th. The Senate has passed a resolution asking the Secretary for the Navy, Mr. Wilbur, to supply full information regarding the extra cost and the number of casualties as a result of the American occupation of Nicaragua.

SOCIALIST CHOICE.

U.S. PRESIDENTIAL CANDIDATE.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, April 18th. The Nationalist Socialist Convention has nominated Mr. Norman Thomas, of New York, as candidate for the Presidency.

TRAGEDY AT WEDDING.

QUESTS BURNED TO DEATH.

[REUTER'S AMERICAN SERVICE.]

ALTOONA, Penn., April 18th. Thirteen guests at the wedding of a wealthy quarryman called Krepschalk, at the town of Blair, were burned to death in a fire which destroyed the house. The dead include the bride and bridegroom and also a mother and six children.

NEW YORK MAKES READY.

PLANS FOR "BREMEN'S" RECEPTION.

THE RACIAL ISSUE.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, April 17th. The elaborate programme for the reception of the *Bremen* flyers includes a formal welcome at the City Hall. Forty radio stations have been linked up to broadcast the speeches. After this there will be a triumphal procession down Fifth Avenue, in the course of which the airmen will lay a wreath on the War Memorial in Madison Square.

There will be the usual welcome in New York harbour, accompanied by shrieking of ships' sirens and aeroplane manoeuvres.

A Letter To Coolidge?

NEW YORK, April 17th.

The racial issue threatens to develop in connection with the great civic welcome to the fliers. The news that Commandant Fitzmaurice has left Greenly Island alone has not pleased New York, and there are many rumours about it.

Whereas Quebec reported that Fitzmaurice, whom bad weather had compelled to land at Natashquan, would await Hunsfeld and Koehl at Quebec, a despatch from Washington avers that Fitzmaurice is going there to deliver to President Coolidge a letter from President Cosgrave.

Further excitement is occasioned by the wording of the message from Mayor Walker to Fitzmaurice: "All citizens of New York, irrespective of race, colour or creed, are waiting impatiently for the arrival of all three of the *Bremen* crew."

It is believed that powerful German-American pressure, in opposition to the predominant Irish politicians, has been brought to bear on Mayor Walker to end this message to Fitzmaurice, heading him off till all the flyers can be welcomed together.

MONTREAL, April 17th. A wireless message from Point Amour states that the *Bremen* will resume her flight to New York to-morrow if the propeller is repaired. A Canadian pilot and mechanic remained at Greenly Island and after Fitzmaurice had left, to assist in repairs to the *Bremen*.

Fitzmaurice's Departure.

An earlier cable from Clarke City states that—Commandant Fitzmaurice, chief of the Irish Free State Air Force, who flew over the Atlantic in the *Bremen* with Captain Koehl and Baron Hunsfeld, has left Greenly Island, where the monoplane landed, on a Canadian aeroplane. Baron Hunsfeld and Captain Koehl are remaining at Greenly Island and are endeavouring to repair the *Bremen* to complete the flight to New York.

Progress Made.

QUEBEC, April 18th. Commandant Fitzmaurice has arrived at Natashquan, two hundred miles from Greenly Island.

OBITUARY.

JAPANESE BISHOP'S DEATH.

[THROUGH REUTER'S AGENCY.]

TOKYO, April 17th. The death is announced of the Right Reverend Sakumoshin Motoda, Anglican Bishop of Tokyo, from heart failure. He was the first of the two Japanese who have been appointed bishops.

MR. CHARLES SIMS.

[THROUGH REUTER'S AGENCY.]

LONDON, April 16th. The death occurred in Scotland, on the 13th inst., of Mr. Charles Sims, R.A., Keeper and Trustee of the Royal Academy.

RUSSIAN LEADER'S DEATH.

[THROUGH REUTER'S AGENCY.]

BERLIN, April 17th. The death is announced of Paul Axelrod, for many years the leader of the Social Democrats in Russia.

MR. E. M. STATLER.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, April 18th. The death occurred here of Mr. Ellsworth Milton Statler, the hotel owner and founder of Statler's restaurants.

HUGE NEW POWER PROJECT.

CANADIAN AND AMERICAN ENTERPRISE.

\$650,000,000 SCHEME.

[REUTER'S AMERICAN SERVICE.]

OTTAWA, April 17th.

The Canadian and American Governments have agreed on the basis of negotiations for a grandiose power navigation scheme developing 3,000,000 horse power with a total expenditure of \$650,000,000 involving the construction of a twenty-seven foot waterway to the head of the Great Lakes.

The correspondence between the two Governments was tabled in the House of Commons and shows that Canada proposes to construct and control the whole Canadian section of the St. Lawrence shipway, including the New Welland Canal, at a cost of \$315,000,000.

The United States will construct the international section of the St. Lawrence river and complete the upper lake channels to a depth of twenty-seven feet at a cost of \$335,000,000, while the power development of the international section will be shared equally by Canada and the United States.

America has agreed to the Canadian suggestion to appoint a joint board of engineers to consider the engineering problems of the international section.

SEQUEL TO NAVAL COURT MARTIAL?

BOARD OF ADMIRALTY MEETS.

FULL STATEMENT EXPECTED.

[BRITISH WIRELESS SERVICE.]

RUGBY, April 16th.

The Board of Admiralty met at the Admiralty to-day to consider the *Royal Oak* case. It is understood that in addition to the official reports of the courts martial held at Gibraltar, the Board had before them the considered opinion of the Judge Advocate of the Fleet, Mr. Pitman, who has been examining the reports.

Among those present at to-day's meeting were Mr. Bridgeman, First Lord of Admiralty, the four Sea Lords, Rear-Admiral Fisher, the Deputy Chief of the Naval Staff, and Sir Oswyn Murray, Permanent Secretary to Admiralty.

It is expected that Mr. Bridgeman will make a full statement in the House of Commons to-morrow. The Board of the Admiralty have power to alter or to quash the sentences passed on Captain Dewar Commander Daniel who were severely reprimanded and ordered to be dismissed their ships.

The Board meets only on occasions of extreme importance.

COTTON CONFERENCE.

A FULL PRODUCTION WEEK.

OPPOSITION TO WAGE REDUCTION.

[THROUGH REUTER'S AGENCY.]

LONDON, April 16th.

A further attempt to settle the cotton industry dispute with regard to hours and wages was made at Manchester to-day at a joint conference of representatives of the employers and Trade Unions.

One of the latter, prior to the Conference, said they were opposed as ever to a reduction in wages but wanted to know what the employers meant by "giving full productive effect to the 48 hour working week."

It is considered most probable that the operatives are willing favourably to discuss the full production week but not the wage reduction. It is understood that the employers are not unanimous in forcing a crisis on wages if the full production week is obtainable. The Conference was adjourned until April 30th.

DANGERS OF BRITISH STREETS.

[THROUGH REUTER'S AGENCY.]

LONDON, April 16th.

The official return of street accidents in Great Britain for 1927 shows that 5,322 persons were killed and 148,000 injured.

LAWN TENNIS.

H.K.C.C. TOURNAMENT.

RAIN INTERFERES WITH PLAY.

Despite bad ground conditions yesterday the Open Doubles match between Major Stevenson and Major Lucas and Y. Sakik and T. Isomura on the Stand Court was commenced. A steady drizzle, which increased as the match progressed, made matters worse. The lines of the court became scarcely visible and the balls were black and heavy soon after the start.

After three sets had been played, it was found impossible to continue. The military pair failed to force a win. At the end of play they led by two sets to one, having lost the third set. They, however, appeared to be the much superior combination. In the two sets which they won at 6-2, 6-1, they gave no chance to their opponents, repeatedly beating the Japanese by forceful methods. The Japanese pair relied on steady, defensive play. Their safe tactics carried them through in the third set. They established a lead of 5-1 and eventually won the set at 6-3. The match will be replayed later. No other match was played.

The programme for to-day is as follows:

Open Doubles.

3rd Round—H. D. Ramjani and S. A. Ramjani v. T. Akiyama and T. Honda (replay).

2nd Round—Ng Sze Kwong and Ng Sze Cheung v. Lee Woon Tsoi and Lee Wai Tsai.

Mixed Doubles.

Mr. and Mrs. C. S. Stark (rec. 2/6) v. Mr. and Mrs. G. R. Sayer (rec. 3/8).

Lt. Col. and Mrs. F. J. Wyatt (rec. 5/6) v. Mrs. Armstrong and G. W. Sewell (cwe 15/3).

GOLF.

ROYAL HONG KONG GOLF CLUB.

CAPTAIN'S CUP—FANLING APRIL 14th-15th.

E. C. Frederick, 82-10-72, qualified.

Other scores:

H. Hollis 83-10-73
I. Newton 80-7-73
L. B. Andrews 78-5-73
G. Murray 81-6-75

There were 29 entries. The Optional Pool was cancelled owing to insufficient entries.

ADAMSON CUP—APRIL.

E. M. Hamilton 82-24-68 and T. Young 82-24-68, tie and play off.

Other scores:

J. McCubbin 82-18-70
E. Moore 86-15-71
P. Morrison 83-16-72
H. Middleton 92-24-72

There were 10 entries.

MARATHON RACE ON SATURDAY.

ORGANISED BY ST. PETER'S YOUNG MEN'S CLUB.

PRIZES TO BE DISTRIBUTED BY MRS. SWANN.

The first annual marathon race organised by St. Peter's Church Young Men's Club will take place on Saturday. The race is timed to start at 4.30 p.m., and the prize-giving has been arranged for 5.30 at the Club house. The prizes will be distributed by Mrs. A. Swann. The officials are:

Judges.—Messrs. F. C. Mow, Fung, Perry, Sands, P. Bowie, Andrew Cheung, A. E. Lea, Ernest Zimmerman, E. G. Stewart and Peter Pau.

Time Keeper and Starter.—Sergt. R. J. Hunt.

Marshalls.—Messrs. W. M. Gittins, George Hunt, William Hunt, Harold Hunt, J. L. Youngs, W. A. Youngs, T. C. Jex and B. O. Randall.

The Flying Squad will be present to direct and control the course.

SHOOTING.

SOUTH CHINA COMMAND RIFLE MEETING.

SUCCESS OF C. S. M. PROVEN, 2ND SCOTS GUARDS.

WINS COMMAND CHAMPIONSHIP AND SOLDIERS' CLUB CHALLENGE CUP.

The first day of the South China Command Rifle Meeting held at Kowloon City was in every way successful. Three of the proposed four matches were fired off, with good results. The conditions were favourable, there being no glare from the sun to cause any inconvenience. Towards the end of the day, clouds gathered and rain began to fall, but by that time most of the shooting was completed.

The Soldiers' Club Challenge Cup for British soldiers was won by C. S. M. Proven with 79 points. This was the highest score obtained by any individual. C. S. M. Proven is the crack shot of the 2nd Scots Guards.

The Pool Bull Competition, fired at a distance of 300 yards, was also won by C. S. M. Proven, with 19 points out of a possible 20. He receives \$18.00 as the first prize of the Sweepstake. For the 800 yards Competition Sgt. Clambrook, R.A., obtained 15 points of the possible 20 and won the first prize of \$23.15.

Full Results.

MATCH No. 1. SOLDIERS' CLUB CHALLENGE CUP.—Open to men of the regular British Army in Hong Kong. Includes three Practices, two of 300 yards and one of 500 yards with various conducting rules. Won by C. S. M. Proven, 2nd Bst. Scots Guards. His points for the practices respectively were 46-15-18, total 79 points. Other Competitors with points over 70 were:—R. S. M. Murray: 2nd Scots Guards, 73 points; L. Sgt. Washington: 2nd Scots Guards, 73 points; C/Sergt. Haascombe: 1st Queen's Royal Regt., 73 points; Lieut. M. D. Erskine: 2nd Scots Guards, 73 points; Gds. J. Dyer: 2nd Scots Guards, 73 points; Pte. Taylor: 2nd K.O.S.B., 73 points.

MATCH No. 2. COMMAND CHAMPIONSHIP.—The points obtained by competitors in Match No. 1 were counted for the winning place in this match. Officers, however, permitted to compete. The highest points of any officer were obtained by Lieut. M. D. Erskine: 2nd Scots Guards, who scored 73. The Match was won by C. S. M. Proven, 2nd Scots Guards, who as stated scored 79 points in Match No. 1.

MATCH No. 3.—This Match was postponed, but will be held to-day. It is a knock-out competition of teams comprising a Commander and 8 others. The target is a 16 inch plate. Two teams fire in each heat.

MATCH No. 4.—This was Individual Rifle shooting, open to all ranks of the regular British Army who did not compete in Match No. 1, and Volunteers. The match was won by Lieut. J. W. Denton with 30 points. Staff Sergeant Gilbert, R.A.O.C., and Pte. Crowdy, 2nd Scots Guards, tied for second place with 29 points. The shooting will continue to-day.

HONG KONG POLICE RESERVE.

[ORDERS BY THE HON. MR. E. D. C. WOLFE, C.M.G., CAPTAIN-SUPER-INTENDENT OF POLICE.]

Commended Service Badge.

The Hon. C.S.P. has been pleased to grant Commended Service Badges to the following members of the Flying Squad:—

Constable R.303 Lo Shiu Wah.

Constable R.328 Henry Kw.

Constable R.330 J. Kotwall.

For valuable services rendered in the Flying Squad for the last two years.

Chinese Company.

All ranks of the Chinese Company will parade at the Central Police Station at 5.30 p.m. prompt on Thursday, April 19th, and Wednesday, April 25th; recruits for Squad Drill, and advanced men for Rifle Exercise and instruction in the care of Arms, under Sergt. R. J. Hunt. Dress: Blue uniform, cap with white cover, belt and frog (no truncheon).

Indian Company.

TRAINING PART I.—Recruits will parade at the Central Police Station on Thursday, April 19th, and Wednesday, April 25th; for Squad Drill, under Sergt. R. J. Hunt. Fall in on each evening at 5.30 p.m. sharp.

(Sgd.) W. Keat, A.S.P., Adjutant.
Hong Kong, April 17th, 1928.

LORD DERBY ON THE "TOTE."

MORE REASONS FOR ITS USE.

AID TO SMALL OWNER.

The Earl of Derby has written from Cannes to Lord Stanley, his son, in amplification of a statement, in which he announced his unqualified support of the Totalisator Bill. Lord Derby writes:

I write as a non-betting owner, and in that capacity I hope I may convince those who are at present unconvinced what a great benefit this Bill will bring to the racing community. I think I can claim to race on a bigger scale in England and France than any other of my compatriots and can therefore better judge from the owner's point of view the benefits of the system Major Ralph Glynn wants to introduce.

Thanks to the pari-mutuel, the cost of keeping a racehorse in France is just about one-third of what it costs in England, due to the fact that you get big stakes with very small forfeits, which is the chief expense in England; and big premiums to breeders. It enables anybody who wants to bet to get fair odds and certain payment if they win.

I cannot understand any trainer, or his subordinates, being opposed to the Bill. Given the Totalisator, many stables now half empty would be filled, and many a man who would love to have a horse or two in training, but who cannot now afford it, would be able to do so.

Bookmakers' Position.

Every constituted racing authority in the country is in favour of the installation of the Totalisator on British racecourses. The Racecourse Owners' Association has unanimously passed a resolution in favour of the proposal, but it is emphatic that the "Tote" and betting must be under the control of the Jockey Club.

The following are further views:

Sir Walter Gilbey.—There is no suggestion that bookmakers should be done away with. On the contrary, they will work side by side with the "Tote." Some of the less reputable men may be forced out of business, but that will be for the good of the turf. I feel that this is the first step towards doing away with our hypocritical attitude to betting. It will result in betting being legalised, as it is in every other country.

Mr. F. W. Wilmo, Clerk to Lingfield Racecourse.—I believe the better facilities which the Totalisator affords for wagering at race meetings would retrieve attendances lost through the betting tax.

MURDER OF RUSSIAN LADY.

TRAGIC DEATH OF MISS N. K. BORISSOFF.

COOK CHARGED WITH THE CRIME.

Another murder of a foreign lady was committed in the French Concession, on April 10th. The French police have arrested the cook and are charging him with having committed the murder. Deceased was Miss Nina K. Borissoff, who arrived in Shanghai from Japan about two months ago to continue her musical and linguistic studies.

Miss Borissoff's relatives in Shanghai are Mr. L. V. Arnoldoff, a cousin, editor of the Shanghai "Zarya," and her aunt, Mrs. Arnoldoff.

Mrs. Arnoldoff found the body of deceased mutilated, and with blood-stained clothing. The body was lying in a small garden in front of the house opposite the French police station on Route Stanislas Chevalier. Near the body was a blood-stained razor, the blade being broken in three pieces. The razor was an old-fashioned German blade long discarded by Mr. Arnoldoff. Deceased had been cut a half-dozen times. There were several long gashes in the left arm, two long cuts in the left side of her neck, and on the right side was a long gash, which continued nearly round the neck.

The last person to see Miss Borissoff alive was Mrs. Arnoldoff, who left the house about 3.10 p.m. She had, however, replied to a chit sent from a friend about an hour before her body was found. The message conveyed Easter greetings and was cheery throughout.

Miss Borissoff, on the morning of the murder had cashed a draft for \$50, from her parents in Japan, an Easter gift, but unknown to anyone else; had given the money to her aunt for safe-keeping. The motive for the murder is considered to be robbery.

WOMEN IN DOG RACING.

MANY OWNERS.

"PIN" MONEY SPORT.

London, March 16th.

To own a racing greyhound is now within the reach of people of moderate means. The long waiting lists for kennel room at all the London and provincial greyhound tracks show that thousands of men and women want to get this new interest in life.

Women get their chance in greyhound racing. Pin money is enough to cover the cost of running one or more dogs.

After the initial cost of the dog, the owner's liability is limited to £1 a week, for training, feeding, and entering a dog in races. A dog with any aptitude for racing at all will be a luckless creature if it does not win some sort of race in ten weeks, for the dogs are so graded into races that the chances of winning a prize are equalised for dogs good, bad, and indifferent.

Prominent Women Owners.

Results showed last year, when the prizes were of small value—usually £10 to the winner and £5 to the second—that an owner enjoying average luck was able to make both ends meet. This is rarely the case in horse-racing.

The Duchess of Sutherland, and Lady Chesham, who has horses in training at Newmarket, were enthusiastic owners at the White City last year. Miss Betty Baldwin, daughter of the Prime Minister, was one of the first women owners to win a race there with a dog called British Ever, and Miss Joynson-Hicks also owned a dog at the track.

Little Miss Kathleen Donoghue, daughter of Steve Donoghue, the jockey, won several hurdle races with a dog called Kilmarna Schoolboy. She attended trials in the morning fairly regularly accompanied by her schoolboy brother, Stephen, jun.

The price of a racing greyhound varies from £25 to twenty times that figure. There is a big element of luck in buying cheap dogs, but an example in the bargain line is a 1920 London tradesman, about £20. The dog has won five races at Wembley this year, including a dead-heat with the champion Swabuckler last week for a £400 stake.

GRUESOME DISCOVERY IN SINGAPORE.

SCORCHED BODY PIERCED BY THREE DAGGERS.

A body found on the Yee Chu Kang Road, Singapore, on April 10th had three daggers sticking into it and showed signs of an attempt at burning.

The body was that of a well-dressed Chinese, wearing socks and boots. A white topoe was found behind him.

The spot is a lonely one. It is believed that after being murdered, the man was left on the roadside and the burnt trousers and scorched skin suggest that an attempt was made to destroy evidence of the crime by fire.

The body was noticed by a European employed in the P.W.D. and he reported his discovery to the police, who have arrested four Chinese, one of them in possession of a blood-stained dagger.

CINEMA NEWS.

Ted McNamara and Sammy Cohen, the two maines responsible for many of the laughs in "What Price Glory," are to be seen together again in their own comedy "The Gay Retreat," at the Queen's Theatre to-day until Saturday.

"The Gay Retreat" is a story of war days and Paris nights. The plot deals with the sleep-walking son of a millionaire, who enlists in the ambulance corps and his two faithful attendants who also enlist to keep him out of trouble. Trouble, however, starts for the three at the very outset and it is said to be the funniest war comedy yet brought to Hong Kong, except perhaps "Shoulder Arms."

BUSINESS IN SHANGHAI.

REVIEW OF THE PAST YEAR.

BRITISH CHAMBER OF COMMERCE MEETING.

At the annual meeting of the Shanghai British Chamber of Commerce, held on April 12th, the Vice-Chairman of the Chamber, Mr. R. Calder Marshall, gave a review of the year's work.

To-day, he said, conditions are very different from what they were twelve months ago; confidence shows signs of being re-established and one can regard the future with more optimism than was then possible, for, though we are not yet out of the wood, we can see glimmers of light through the trees.

During the last year an effort was made by the Chamber to estimate the losses sustained by British firms in China, but the difficulties were found to be almost insuperable.

Whilst it is impossible at the present time to give even approximate figures of the local losses due to loss of property, loss of stocks, repudiated debts and the estimated loss of profits which would have accrued in a normal year and the estimated losses due to the disruption of organizations built up during many years at infinite labour and expense, sufficient data is available to show that these losses amount to many millions of taels.

THE CONFERENCE OF CHAMBERS.

I now wish, continued Mr. Marshall, to discuss what may be considered the most important work undertaken by the Chamber during the year—an endeavour to unify British opinion in China on matters vitally affecting commerce, and to adopt a united policy. Believing that the utmost importance to the British communities in China, and believing also that unanimous adoption of such a policy would be of assistance to H.M. Government, the Joint Committees of the Chamber and China Association suggested that a Conference be held of British Chambers of Commerce, China Associations and China Committees in China and Hong Kong. This suggestion was approved by Hong Kong, Canton, Tientsin, Peking and Hankow. The Conference was held in Shanghai on March 6th and 7th of this year, and was attended by representatives from Hong Kong, Tientsin, Canton and Shanghai. Hankow and Peking were unfortunately unable to send representatives.

The Conference was very successful and the resolution adopted supports the British Government in its friendly gestures, but calls upon that Government to enforce the conditions attached to the Memorandum of January 27th, 1927. The resolution is friendly but firm and one to which I am sure neither British nor Chinese can take any exception, but it goes further than that. It is clear proof to H.M. Government that the British communities in China are united in their views; know what they want, and that their wants are reasonable.

BANNED BABY.

TO BE SENT BACK TO CANADA.

Mrs. Macconochie and her 14 months' old child, who landed in England on January 18th after the Canadian Immigration authorities had refused to admit the baby girl because she was said to be feeble-minded, are to be allowed to return to the Dominion to join the rest of the family.

The authorities now admit that a mistake was made, and are endeavouring to make reparation. As a result of Conservative criticism in the House of Commons, the Government has reconsidered the case, and has decided to pay the passage of the mother and child from England and restore them to their family at Cape Breton.

Mr. Macconochie, a Lanarkshire miner, went to Canada after the war, leaving his wife and four children in Scotland. He saved enough money to pay their passage out, but when the family arrived the ship's physician certified the youngest child as being mentally deficient and the Immigration Department refused to admit the infant.

The mother protested that the child had previously been declared to be quite normal by two Scottish doctors and that she was suffering from a bad cold and the hardships of the voyage.

Both parent and child returned to England, where their case was brought before the Society for Overseas Settlement of British Women.

THE NUDE IN ART.

BANNED PAINTER'S PROTEST.

"THE GRUNDIANS."

A long-standing subject of controversy—the suitability of exhibiting in public galleries pictures of the nude—has been revived by the banning of Mr. Ernest Procter's picture "The Judgment of Paris," by the curator of the Northampton Art Gallery, Mr. Reginald W. Brown.

The picture, which was recently exhibited at Birmingham, shows the shepherd Paris, who, in the Greek legend, was called on to award a golden apple to the fairest of the three goddesses, Aphrodite, Hera, and Athena. The three goddesses, nude, are seen awaiting the shepherd's judgment.

Mr. Procter's Position.

Mr. Brown has refused to discuss his decision and Mr. Procter writes as follows to a London paper.

Sir,—Mr. Brown's ban on my picture at Northampton has received so much publicity that I feel it necessary to state my position.

The pictures at Northampton have been publicly exhibited in London, and many of them reproduced in the Press, without any adverse comment. The question at issue is, therefore, not of the individual indecency of these pictures, but of the intrinsic indecency of the human figure.

Mr. Brown and his Grundian supporters consider God guilty of immorality—I do not. If Mr. Brown is right, every public collection in England should be immediately closed or purged of practically all Egyptian, Greek, and Indian art, and of most of the old European masters.

Mr. Brown's attitude has reduced sculpture in England to a dead art and driven such men as Mr. Epstein from the country. It induces people to look at pictures as anything but art. Over and above this he even refuses to give his reasons, and I would point out that this is personally damaging to me. Parents will think twice before allowing their children to attend an art class run by a painter of "banned" pictures, while the clergy can scarcely be expected to select me as a suitable church decorator.

ERNEST PROCTER.

Mr. Procter's picture was exhibited at the summer exhibition of the Royal Academy at Burlington House last year.

"SOCCER" FILM MADE IN GERMANY.

FOOTBALL REVELATION OF THE NEW FATHERLAND.

It is curious that the first film of any consequence to take Association football as its theme should have been made in Germany; but that is where "The Centre-Forward" trade-show at the New Gallery, was produced.

The picture is directed by Franz Freisler, capably but without distinction. It is distinctly interesting, however, for the glimpse it gives of the new Germany.

Everything in "The Centre-Forward" is as different from the Fatherland of "The Student Prince" as it well could be—the slim, English-looking men in English-looking clothes, the great crowd at the elaborate football ground, the business office where everyone (except the chief) is football mad. Even the hero's sister is shown dribbling a ball of paper in her father's room.

The actual football scenes are well done, evidently with the co-operation of a leading German team, clad like Corinthians, with the addition of a Prussian eagle badge. There are close-ups of racing legs and bobbing heads, of penalties and corners, and a touching episode when two opposing players shake hands after a charge.

There is, of course, a cup final in which the hero, after being injured, returns to the field to score the winning goal; but the director forgot to make this incident significant in the American manner by using it to rehabilitate his leading actor.

Paul Richter, the Austrian, who appeared in "Dr. Mabius," and a personable athlete, is the footballing "star." He does well both on the field and on the screen.

Ezrae Nissen can be sister to Greta?—is the heroine. A London girl, Colette Brettel, who has appeared in films in many countries, is the only other girl in the picture. There is an engaging fat man, Teddy Bill, a better-looking version of "Fatty" Arbuckle. C. M.

SHOT IN LONDON HOTEL.

IDENTITY HUNT IN THE UNITED STATES.

PLASTER CAST OF MAN'S FACE.

1st CLASS PASSENGER'S HALFPENNY.

London, March 9th.

For more than 48 hours the London and New York police have, without success, been co-operating by telegraph in an effort to establish the identity of a man found shot dead in a London hotel.

A plaster cast of the man's features and an impression of his finger-prints have been taken, and, if his identity is not proved overnight, these will be forwarded to the United States this morning after a post-mortem examination of the body, been made by Sir Bernard Spillbury, the Home Office pathologist.

Yesterday officials of the American Embassy and Consulate in London viewed the body at a public mortuary, but none was able to recognise him.

The unknown man was found dead in a locked bedroom on the fifth floor of the Imperial Hotel, Russell-square, W.C., at 6.30 p.m. on Friday. For certain reasons the police and the coroner's officer decided that the body should not be moved until the early hours of yesterday, when it was taken to the mortuary.

On a table in the room was an unrecalled three-days' hotel bill which the man had asked to be sent to him and a letter addressed to "The Coroner." In the envelope were a halfpenny and a note in which the writer referred to financial matters. On the bed lay a newspaper and a periodical, both folded at pages containing advertisements of patent medicines for depression.

Shot Through Body.

The man, who was about 35, 5ft. 10in. in height, clean shaven, and had a dark complexion, went to the hotel last Tuesday and on the day of his death asked a chambermaid after breakfast to call him at 6.30 p.m. When the door of his room had to be forced at that hour he was lying on the bed under an eiderdown, in his shirt, trousers, and slippers. He had then been dead about seven hours.

A profusion of cigarette ends at the bedside indicated that he had been smoking heavily before death. As the quilt was removed an automatic pistol fell to the floor. So powerful was the weapon from which the shot had been fired that a bullet had passed through the body below the heart and penetrated the sheets and blankets and two deep box mattresses. Two bullets were found in the pocket of a waistcoat hanging in the room and another cartridge was standing upright on a table.

First-Class Passenger.

Apart from the coin addressed to the coroner, no money was found. His clothing, of American style, was of superior quality, as were all the articles in his luggage, labels on which indicated that the owner had travelled as a first class passenger from New York to Liverpool. A package in a suitcase contained about 100 photographs of men and women, and a photograph of an elderly woman was found in an inner pocket of a jacket.

The police took possession of the hotel register, in which there was the entry: Jack Mitchell, 18, W. 101st-street, New York.

A number of letters in the dead man's property had the addresses removed. Although the "maker's" envelope had also been removed from his clothing, the police found that it had been bought in various American cities.

A MOTHER'S FREEDOM.

AFGHAN KING'S CLEMENCY FOR WOMAN BOUGHT BY LEGATION.

By Legation.

King Amanullah's last act before leaving Berlin for Paris and London was one of clemency. He gave permission for the return to Germany of Charlotte Boettcher, a German woman living in Afghanistan with her four children, whose father was an Afghan.

She had been told that she could leave Afghanistan whenever she liked, but that her children must remain in the country of their birth and be brought up as Afghans.

Torn between the desire to return to her native country and love for her children, the mother remained in Afghanistan, living on a pension from the King, who has now granted her permission to return to Germany with her children.—Reuter.

After the death of her husband she learned that under Afghan law she became the property of her brother-in-law, who advertised her for sale in the open slave market. The German Legation at Kabul paid a fixed price and purchased her freedom.

"WHIPPET" Model "96"

Unequalled Motor Car Value.

CHASSIS	H.K. \$1,325.00
TOURER	1,550.00
ROADSTER	1,720.00
COACH	1,850.00
COUPE	1,850.00
CABRIOLET COUPE	1,850.00
SEDAN	1,850.00

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HONG KONG. KOWLOON.

THE HONG KONG DAILY PRESS, WEDNESDAY, APRIL 18th, 1928.

WILLYS KNIGHT Model 56

7 Bearing Double Sleeve valve engine.

CHASSIS	H.K. \$2,400.00
TOURER	2,000.00
ROADSTER	3,000.00
COACH	3,050.00
COUPE	3,125.00
SEDAN	3,300.00

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HONG KONG. KOWLOON.

MOTORING NOTES

A Weekly Review dealing with Matters of Interest to all Local Motorists.
Motor Notes—Taxi-Cars For Hong Kong—Motor Cycling Notes—The Clutch—How Road Races Help—The White Line—The Noise and Gears—No Use For Old Cars—214 Miles An Hour—Hero Honoured.

MOTOR NOTES.

LEYLAND REPRESENTATION
AT SINGAPORE.

Leyland Motors, Ltd., has appointed Colonel Woodhouse as representative for the Far East. He has now taken up his residence in Singapore. During the last two and a-half years Colonel Woodhouse has been in Australia, where he has been engaged in establishing a Sales Organisation for the Trojan vehicle.

CAR MAINTENANCE SIMPLIFIED.

Perhaps the greatest difference in pre- and post-war motoring is that a car is now accepted as a means to an end rather than the end itself. Gone is the enthusiasm that made men spend whole days inside and under "the works." To-day no one wants to see machinery more than they need, and hence the modern car must be easily "valued" and "vetted." One of the directions in which great progress has been made in simplifying maintenance is in the method of oiling the chassis parts. On the more old-fashioned cars this was done by dozens of grease cups and once that each had to be screwed and unscrewed and then filled up with greasing. Then came the grease gun with a quick attachment to the greaser and some saving in time and trouble. Even this was considered too worrying for the average owner-driver who declared that he must either miss his Saturday afternoon's golf or forget that his car needed its weekly greasing.

To make maintenance still simpler a few enterprising makers, led by Armstrong Siddeley, recently decided to break away with an entirely new development that could be operated while the car was in motion. This new central chassis system consists of an oil pump that is operated by the foot and feeds all the chassis bearings with their correct amount of lubricant. By this remarkable invention operations that previously occupied several hours are completed in a few seconds. Saturday afternoons are freed for golf, countless tempers are preserved and hands and clothes are kept clean. In a few years' time no car will be up to date without a similar fitting. As the chassis parts are never neglected with the new system they may be expected to last indefinitely, rattles and squeaks are eliminated and adjustments owing to wear are less frequent.

BRITAIN'S LONGEST 'BUS RUN.

One of the longest 'bus runs in Britain was recently inaugurated by Glendon Friars North Road Services, operating from Newcastle-on-Tyne to London—a distance of some 275 miles.

The most luxurious railway car is outvalued by the 'bus operating this route, which provides every possible comfort for the passengers. An Associated Daimler "Model 423" 6-cylinder chassis, capable of attaining high speeds without noise or vibration is used for the chassis, whilst the body is a product of Messrs. Short Bros. (Rochester and Bedford), Ltd.

The fore part of the body is provided with transverse luxurious armchair seats for 14 passengers. A small glass-topped folding table is arranged at the back of each pair of seats for the use of the passenger sitting behind. Two bells are also supplied to each pair of seats, one for communicating with the steward and the other with the driver.

All the fittings of the 'bus are in the very best taste, and include electric fans, and an imitation coal fire. A corridor leads from the front compartment to the smoking saloon at the rear. This is supplied with a mahogany topped table suitable for card playing.

On one side of the corridor above mentioned, there is a kitchenette containing a sink, cooking stove, and all other appliances necessary for the preparation of light meals en route. Opposite, on the other side of the corridor, is a toilet compartment.

Fuller particulars of this 'bus (which, incidentally, is of all-metal construction) can be obtained from the Associated Daimler Co., Ltd., of Southall, Middlesex, England. (Continued on next column).

TAXI-CABS FOR HONG KONG.

SOME DETAILS OF THE CARS.

FIRST CLYNO'S DUE IN A WEEK.

It is stated that a new taxi-cab company has been formed and have placed orders through Messrs. Lane, Crawford, Ltd., who are the local agents, for a number of Clyno motor-cars.

The newly-formed taxi-cab company, which by the way is called "The New Taxi-cab Company," has placed an order for 50 of these new taxi-cabs. The cars are being ordered through Messrs. Rootes, Ltd., the famous London motor-car distributors. The first two Clyno taxi-cabs are due to arrive by the s.s. *Kalra*, which left London on the 23rd March and is due to arrive here on the 26th instant. Eight more are also due to arrive before May 24th.

General Appearance.

The colour effects of these new Clyno taxi-cabs will be green with two yellow bordering lines. That they will look attractive is perhaps unnecessary to mention. In a letter from Messrs. Rootes, Ltd., to the local Agents, Messrs. Lane, Crawford, Ltd., they state that these cars have been personally examined and that they have spared no pains in seeing that the body construction is all that it should be.

An Ingenious Fitting.

These new taxi-cabs have a speed control washer fitted to the carburettor which will prevent the cars being over-driven during the first 500 miles. This will keep the car in proper running order, and will no doubt add to the life of the engine.

The taxis have all the modern taxi-cab fittings and meter, and the new taxi-cab company is to be congratulated for placing these new and fine cars at the disposal of the public.

This new company will no doubt be a serious rival to the numerous public vehicles which at present fill the parking ranks.

THAT COMPREHENSIVE SIGNAL.

When asked what, in his opinion, the average motorist intends to convey when he puts his right hand out as a signal, an experienced rider of Douglas machines states that in the course of his road travels he has personally discovered that it can mean—

- (1) Turning to the right.
- (2) Turning to the left.
- (3) Stopping.
- (4) Reversing.
- (5) Pointing to the scenery.
- (6) Flicking off cigarette ash.
- (7) Feeling if it is raining.
- (8) Testing wind resistance.
- (9) Waving to a passing friend.

FABRIC BODY HINTS.

So many owners are using fabric bodies that the following hints on their care and maintenance are issued by Armstrong Siddeley Motors, Ltd.

Washing.—A fabric body should be washed down with a hose and sponged, and then leathershed off in the same way as a coach or cellulose painted body. As there is no need to give a final polish after wash-leathering the time taken in washing is rather less than that occupied in dealing with a coach or cellulose painted body. Dusty fabric bodies can be dry cleaned, but wet or dry mud must be removed with a hose and sponge.

Polishing.—Every 1,000 miles the body may be treated with a polisher such as Simoniz. This should be applied as sparingly as possible, its function being to waterproof the fabric and improve its appearance. If it is applied thickly dust will stick to it and the last state of the body will be worse than the first.

Polishing.—Now be obtained in various colours to match the body. Ordinary cellulose paint polishes are not to be used as they are of a rough nature and will spoil the skin of the fabric.

Repairs.—In cases where the fabric is damaged, the damaged portion should be neatly cut out and the remaining edges stuck down on the panel. A new piece of fabric cut to the size of the part removed should then be stuck down in its place.

MORE NEW MODELS.

THE TWO-PORT HARLEY SINGLE.

Harley riders will all welcome the new addition to the ranks of the Harley-Davidson "models." This is the new two-port 350 c.c. It is the latest "one-lunger" produced by the Company and in many ways is identical to the model used for track-racing.

Harley riders should call on the Agents, Messrs. A. Gascon & Co., and see the two photographs of the new model. The models can be either fitted with the usual handlebars and foot-boards; or the English type of bars and foot-rests can be fitted, if so desired, with no extra charge. The two polished exhaust pipes sweep out very gracefully and a neat two barrel silencer is provided. These machines sell at \$950 which includes electric lighting, a speedometer and an ammeter. The first shipment of the models is due to arrive on the 28th instant.

CARE OF YOUR TYRES!

UNDER-INFLATION MAKES STEERING DIFFICULT.

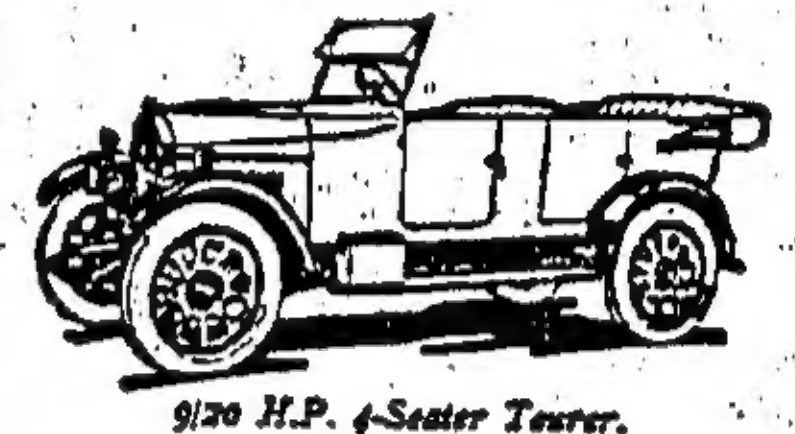
Steering is more difficult and "shimmy" is more likely to occur when balloon tyres are under-inflated.

The owner who consistently runs his car with tyres insufficiently inflated is robbing himself of hundreds of miles of useful tyre service. In a short time rapid tread wear and fabric breaks render the tyre useless. Don't allow the pressure to drop more than 8 lb. below the mark recommended by the maker, before re-inflation.

Kumber

Built for Satisfaction Overseas

THE product of one of the oldest Car Manufacturers in the United Kingdom, the Kumber 9/20 H.P. Model represents all the fine traditions of British craftsmanship. Its pleasing appearance, robust construction and dependable performance, are such as entitle its claims to be unexcelled for value among British Cars available in the East.



9/20 H.P. 4-seater Tourer.

Other Models of 20/55 H.P. Daimler Tyres and Front Wheel Brakes Standard.

MOTOR CYCLES. The 349 H.P. O.H.V. is particularly suitable for riders overseas. The engine possesses a wide margin of power, and the entire construction is of the strength necessary for use on indifferent roads. The low saddle position gives exceptional stability and confidence to the rider.

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IN SUMMER OR IN WINTER
IN HUMIDITY OR
DROUGHT

The Austin Seven

Cheerfully carries on.

Its metal body resists even the Hong Kong climate, and its sturdy well-tested engine rocks not of Tropical rain storms, muddy roads or any of the shocks that Motorists are heir to.

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SUDDEN ACTIONS A PROLIFIC CAUSE OF ACCIDENTS.

A good rule for driving is: "Don't do anything suddenly!" This goes for stopping, backing, changing direction, crossing railway tracks, and approaching street intersections.

When you come to analyze most accidents, you will find the basic cause of trouble was someone's

haste, his too sudden action of some sort.

Crashes between cars are almost always caused by one driver's sudden decision to do something other than he has been doing. He suddenly decides to turn or to pass another vehicle, or to stop or to increase speed, or simply to go ahead. The driver approaching or coming up from behind has no time to adapt his actions to the sudden decision of the first, and, in a flash, the accident has happened.

MORRIS COMMERCIAL CARS

ARE DEMONSTRATING DAILY
THEIR CAPACITY FOR ECONOMIC HAULING
IN PRIVATE AND PUBLIC SERVICE.

LIST OF LOCAL OWNERS

Canton Government	10-30 cwt. 6 Wheelers.
Cheung Mei Bus Co.	4-16 passenger Buses.
China Motor Bus Co.	2-16 passenger Buses.
Kowloon Motor Bus Co.	2-16 passenger Buses.
New Territories Bus Co.	1-12 passenger Bus.
H. Buttonjee & Son	1-30 cwt. Lorry.
Asiatic Petroleum Co.	1-30 cwt. Lorry.
Dodwell & Co., Ltd.	1-Ton Lorry.
"Nestle Chocolate"	1-Ton Delivery Van.

A MODEL FOR EVERY REQUIREMENT.

30 C.W.T. MORRIS 15.9 H.P. 11' 6" W.B.

Chassis Z. 5 with 32" x 4 1/2" tyres, dual rear, F.W.B. ...	£320
Chassis Z. 6 complete with 32" x 6" tyres & F.W.B. ...	355
Type Z. 5 Standard Lorry complete with Cab ...	390
Type Z. 6 Standard Lorry complete with Cab ...	420
Type Z. 5 Char-a-banc for 18 passengers ...	620
Type Z. 6 Char-a-banc for 18 passengers ...	650
Type Z. 5 Special Saloon Bus ...	670
Type Z. 6 Special Saloon Bus ...	700

30 C.W.T. 6-WHEELER 15.9 H.P. 11' 8" W.B.

Chassis only equipped with 32" x 4 1/2" tyres ...	£588
Chassis with War Dept. type Body ...	626

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MOTURING NOTES (CONTD.)

THE WHITE LINE.

MOTORISTS WHO IGNORE THE WARNING.

[BY THE CORRESPONDENT OF THE LONDON "MORNING POST."]

The warning which the Automobile Association has recently issued to motorists that they should keep well within the safety white line on corners is well timed.

When these lines were first adopted on dangerous corners they were treated with great respect, but lately motorists have not been keeping within their boundaries to the same extent, and it is understood that the authorities will take action if this negligence continues.

There is, of course, no actual legal liability for a motorist to keep inside the line, but as those lines are presumably only put down at dangerous points, it is obvious that any prosecution that may take place will be for dangerous driving.

The original idea of the white line was extremely sound, and no exception could be taken to its application to dangerous corners, as if its commands were properly observed, that most fruitful cause of all accidents, namely passing on corners, would be definitely stopped.

Excessive Exploitation. During the last few months, however, there has been an increasing tendency to ignore these lines, and again and again on the road one comes across cars passing each other on blind corners quite regardless of the warning of the white line and far on the wrong side of it.

Undoubtedly one of the reasons for this has been the excessive exploitation of the white line by some local authorities. The same thing happened with regard to road danger signs at one period in the history of motoring. These were erected at every conceivable place, and when a motorist found that many of them were totally unnecessary he naturally began to ignore those which were necessary.

Much the same thing has happened over the white line. These have been put down indiscriminately in places where they are often unnecessary, and, in my opinion, in some cases where they are actually dangerous.

For instance, to put a white line in the centre of a narrow street in a provincial town where the chief danger is from pedestrians, who, quite naturally, step off into the road to allow others to pass, is asking for trouble. The proper place to drive in this case is towards the centre of the road, as then the driver has a chance of pulling up in time or avoiding people who step off the pavement.

Cross Roads. Again, with regard to cross-roads, it is perfectly true that it would be extremely dangerous for anyone to drive over cross-roads on the wrong side of the road. The proper way is to cross more or less on the crown, as, if one keeps well to the left, one is completely "blind" to any traffic that is emerging on that side. One can, in fact, turn what is normally a fairly safe cross-road into a dangerous one by keeping too close to the left-hand side.

The first duty of any motorist who goes over a cross-road is to ascertain whether any other vehicle is about to cut his path at right angles; he has a far better chance of doing this, provided his speed is moderate, if he keeps near the centre of the road than if he keeps close on the left-hand side.

It is undoubtedly for this reason that many motorists have come to treat the white line with contempt, and it would be a good thing (Continued on next Column.)

HOW ROAD RACES HELP.

[BY PROFESSOR A. M. LOW.]

Professor Low, the well-known scientist, who is a consulting motor engineer, here explains to "Daily Mail" readers how the general motoring public benefit by road races.

That there are people who did not appreciate the Home Secretary's words when he compared Captain Malcolm Campbell with Frohisher and Drake shows that record-breaking is not quite understood by the public.

The dependants of those pessimists who used to state that all speed on land, sea, or water was dangerous may be heard to remark: "Who wishes to travel at 200 miles per hour?" I think twenty is quite enough.

A Torture. How would such persons enjoy a drive in a motor-car of which the maximum speed was the legal limit? The experience would be a torture. The car would be lacking in acceleration, it would be most uncomfortable, and, above all, it would possess no reliability.

The Small Engine. The modern, small car, with its high efficiency engine, is the direct outcome of speed competition. Regulations are made for motor-racing events specifying a definite engine capacity as the maximum.

Designers concentrate upon the production of an engine which will give maximum power for size, and the result has been a small engine which now enables four passengers to be propelled along the road faster and with greater reliability than was accomplished by the 40-h.p. roaring monsters which ate up road, tyres, and petrol 20 years ago.

The small engine of any racing car is reflected in the ordinary runabout. Its size made it possible to cut down petrol consumption and the cost of construction, and the smallness of the engine has been of immense benefit to the comfort of a modern saloon.

It is only because power has been the watchword of the racing manager that overhead valves have been fully tested and brought to perfection. Again, the twisting roads of the Continent and the need for rapid deceleration called for some better method of braking during a race. Hence front-wheel brakes.

When Racing. It is essential in a race that control should be perfect, that steering should be light, and that skidding should be reduced in order that safety and absence of tyre wear can be relied upon. These very details have been produced in the whirlwind of racing, where methods of suspension have been tested until the smallest, lightest car can be reasonably comfortable upon the roughest roads.

Methods of carburation have been improved beyond all compare. In order that engines may respond quickly to throttle movement and in order that comfort may be obtained for both pilot and the working parts of the car. One great problem of the speedman was always that of tyres. He provided himself with a four-speed gearbox to achieve acceleration, found that tyres were hard put to stand the strain, and introduced the detachable wheel to reduce delay caused by trouble.

If someone with an actual knowledge of driving conditions could be made responsible for putting these lines down all over the country.

THE CLUTCH.

SOME HINTS AND WARNINGS.

When your car shows a decided lack of power on a hill, don't immediately jump to the conclusion that the mixture or timing is out of gear. The fault may be a slipping clutch.

A faulty clutch can cause quite a lot of trouble. Most of the nightmare gear-changing can be laid to the action of the clutch. It is absolutely necessary when shifting gears that the clutch be fully disengaged, and that it slowly stops spinning when free from both the engine and transmission. When the clutch fails to completely disengage, it is said to "drag," and it is very difficult to change from one gear to another.

A spinning clutch will cause a clash, or grinding of the gears when going from neutral to any gear.

Spinning can be distinguished from dragging by the fact that if a little time is allowed to elapse before making the shift, there will be no screeching in the gearbox. But when the clutch drags the screech is set up while changing, irrespective of whether the operator delays or not.

The clutch must stop spinning gradually, and the brake which is furnished to stop the spinning must not be too powerful, or the operation of changing gears will be difficult. For this reason, the shift is easier on some cars, when the clutch pedal is not pushed completely down. However, such a car is an exception.

Faulty adjustment of the regulating mechanism between the pedal and the clutch is usually the cause of spinning, dragging, and slipping.

Keep your foot off the clutch pedal until you are ready to shift gears or stop the car. Otherwise, slipping may soon develop, and you will have more trouble with your car than you bargain for.

The slip may be slight at first, but wear is sure to develop. Eventually, it will slip so much that it will have to be scrapped. Slipping glazes the surface, and the clutch spring loses tension. Pressure on the pedal also puts a strain on the clutch release bearing.

214-MILES-AN-HOUR HERO HONOURED.

TRIBUTE BY AMERICAN AMBASSADOR.

Major Segrave, at a congratulatory luncheon given to Captain Malcolm Campbell (holder of the 214 miles per hour motoring speed record) by Sir Charles Wakefield, announced that he intended going to Daytona next year to try for still greater speeds. He threw out the hint also that Captain Campbell might be going with him.

A great crowd of motoring experts and enthusiasts attended the luncheon.

The American Ambassador said: "Captain Campbell beat us fairly and squarely and definitely, and on our own soil. He travelled faster than ever man travelled before. He had to."

"I notice that he hopes to travel faster than he did. I am glad. I am of opinion that he will find his need of any increased speed that he may have had up his sleeve. I suggest that from now on he sleeps with one eye open."

"I hope I betray no secret when I say that we intend to bring the trophy (given by Sir Charles Wakefield) back to America."

"Evil Prophets." Sir William Joynton-Hicks, the Home Secretary, said that the achievement of Captain Campbell must be a severe shock to the kind of evil prophet who, when England lost a ping-pong championship, declared that the nation was decadent. The old Elizabethans would have classed Campbell with Drake, Frohisher, and Raleigh.

Captain Campbell, in acknowledging all the compliments paid to him, said that the record was a joint achievement, and he gave engineers and mechanics their due. On one of his Daytona runs he was travelling at 230 miles at the moment the Bluebird left the mile. The strain of driving, he had discovered, was physical, not mental.

He paid high tribute to American sportsmanship and whole-hearted hospitality.

Mrs. Campbell was presented with a diamond and sapphire brooch model of Bluebird.

THE NOVICE AND GEARS.

SOME PRACTICAL HINTS.

The gears are the heartbeat of the new driver and the delight of the experienced. A lot of the joy in driving arises from a mastery of gear changing.

Do not shrink the initial difficulties, then. The art will simplify itself in a short time, and when you can double declutch and change down noiselessly without loss of speed there will be a pride in the achievement that slovenly, careless drivers, who just worry through with the gears or who have to come almost to a halt before effecting the change, do not know.

Changing Up.

"Changing up" is a simple matter, and will be learned, if not perfected, probably at the first essay. Obtain a sound knowledge of the various positions in which the gear lever should be placed for first, second, third, and fourth gear, and, depressing the clutch with the left foot ("throwing out" the clutch, which in general, language means detaching the car from the engine), push or pull the gear handle into the desired position.

At first it will be easier, perhaps, to halt for just one second at the neutral position, but with a little practice it will be found quite easy to put the lever from first to second and second to third right away without that momentary pause.

Study carefully the movement "across the gate." It will be noticed that at least one of the movements will entail putting the lever from one line of movement or slot into another parallel line or slot. Thus, in a car where the first gear is in the front of the left-hand slot the second may be in the rear of the right-hand slot. This means that on the way the lever will have to change from the left-hand slot to the right-hand slot.

Remember this carefully, and beware of shifting the gear lever into the reverse gear position while the car is in motion. Come to a dead stop before doing this.

Most cars have a protection catch to prevent this, and the novice should see that this catch is in position, so that it will be impossible to move into reverse until the protection is moved with the foot and the way to the reverse position is clear.

The Art of Double Declutching.

Changing down is not so simple a matter. The instruction book or the teacher—if the learner is having lessons—will probably give two methods, but the better is by what is known as double declutching.

Although it really consists of six different operations, these will become so simple with a little practice that the apparent complexity of the movements will not be noticed either by the driver or a passenger. Here are the six movements to change from a higher to a lower gear:

1. Throw out the clutch.
2. Slip gear lever into neutral.
3. Let in clutch and rev. up the engine with a slight pressure of the foot.
4. Throw out clutch.
5. Push lever into required gear.
6. Let in the clutch.

It looks an appalling job, does it not? But, believe me, it is as simple as A B C. Get it right at the start, and you will glory in your gear changing ever afterwards. To be careering up the hill on top and change down noiselessly without much perceptible slowing of speed makes a man, or woman, feel good for miles afterwards. The clever artist simply welcomes hills like a good tenor loves a top note.

Practice in The Easy Chair. There is no need to wait for practice till the hills come. Learn to do it at home. Practice it like the seventeen-year-old daughter practises the Charleston in the hall, so as to be proficient when it is needed.

How I suggest that good practice can be obtained in the easy chair at the bedside. Sit well back, and try the movements with an imaginary clutch and gear lever. Start slowly at first and increase the speed as familiarity comes. It is a good, practical idea, as I have proved.

Changing down by double declutching will become an easy, automatic matter occupying a couple of seconds. The whole of the actions will appear just as one combined effort. In fact, a skilled driver forgetting the details will effort at all.

It is well worth a little trouble to gain proficiency at this. In the improbable circumstance of the brakes not doing their full work when a hill is being descended, a knowledge of double declutching will help you to get into a lower gear, and thus possibly save an awkward situation.

(Continued on next Column.)

MOTOR-CYCLING NOTES.

A TRIAL COURSE AS IT SHOULD BE.

WATER-SPLASHES, MUD, AND STEEP INCLINES.

[BY LONGSTROKE.]

Since the recent Trial organised by the Hong Kong Volunteers, motor-cyclists are all looking forward to another. Needless to say they all enjoyed the previous one immensely.

The Kowloon sections of the Trial riders are wondering whether it would be possible that a Trial be held somewhere in Kowloon, not only as a chance to score a revenge on the Hong Kong section of the riders but to pick out a course with difficulties similar to those in the trials at Home.

Many riders think that the recent trial course was perhaps a little too tame; though to negotiate some of the tests which have later been proposed one would have to take a chance of seriously damaging the machine.

However, two very enthusiastic Kowloon motor-cyclists set out one week end to seek a new trial course with all the requirements to make the run interesting. Nearing Castle Peak they came across a little path branching off from the main road and which appeared to be worth exploring. As the weekend in question was just after a rainy week the pathway was not what could be termed firm and easily negotiable. Often they found their back wheel spinning in the mud, and before long they had passed over sections which contained every possible requirement in the way of pot-holes, slippy sections, steep inclines, and last, but not least, a few water-splashes.

Much to the dismay of the riders the pathway came to an abrupt end, and they were obliged to retrace their way back along the pathway to the main road, not without finding difficulty in coming down the steep gradients which called for frequent foot-balancing. It may also be mentioned that on their way up these gradients foot-slogging had to be used quite often as the slippy pathway caused their back-wheels to skid.

The course, by the way, was found to be the military pathway over which the guns for gun-practice were hauled, and was several miles long with no other possible way back but along the pathway.

This uniformly could not be used as a Trial Course, but should any riders care to explore it, they may see for themselves what is really required, and should they know of any other similar pathway the suggestion would always be welcome.

DO WE NEED VISIBLE PETROL PUMPS?

PUT THEM UNDERGROUND.

Efforts are being made to erect petrol stations which are more in keeping with the local surroundings, but *Frankie The Motor*, reform in this direction will not be effectively achieved until pumps play a much less conspicuous part than they do now.

No pump that is not unsightly appears to have been designed at present, and we are wondering whether the pump itself could not be hidden away. Its advertising value is evident, of course, but it is a question now whether the oil concerns could not sacrifice the publicity in the interests of the appearance of the station by dispensing at some future date with the vertical standard type of pump altogether. Having in mind the fact that the tanks containing the spirit have to be sunk well under the ground, why, asks our contemporary, should not the pumping apparatus itself be placed below the surface? The space taken up by the actual operating mechanism is not great.

How It Might Be Done. The dials indicating the quantities pumped into the car tank could be worked by a handle or inconspicuous lever. The spaces for the various brands of spirit might be marked out in sections, and the name of the spirit could be painted on the ground in each section, so that the car could take up its position for filling in the place marked out for whatever brand is required. If it is necessary to carry the arm and hose to a height, this would be less disfiguring than the actual pump standard itself; but it would be better if this could be rendered quite inconspicuous. The suggestions, of course, apply, in the main, to those stations which are set back. Should such a scheme not be practicable, might not the design be such that the actual pumping apparatus could be enclosed behind doors or shutters?

Certainly, the first designer of an inconspicuous petrol pump which will not render a service station a disfigurement to the countryside will deserve the gratitude of motorists and of the community as a whole.

NO USE FOR OLD CARS.

U.S. MAKERS' PROBLEM.

4,300,000 THIS YEAR.

NEW YORK.

An amusing picture hangs in the offices of the National Automobile Chamber of Commerce. A member is seen dancing round with pleasure waving in one hand a telegram just handed him by a telegraph boy. The lad looks at the man with astonishment, for the message reads, "Your garage destroyed by fire, 200 used cars burned up."

The story is an old one, but it has special significance in the American motor-car world to-day, because in the present year the industry is planning to sell 4,300,000 new cars, and it will have the same number of used cars to dispose of. The great automobile industry of the United States has been created to supply new markets, not to replenish the old. Yet when a customer buys a new car he invariably expects that his old one will be taken in part exchange.

Every endeavour, of course, is made to find fresh fields, either by enforcing the need for two cars in one family or, if you wish to be really up-to-date, one for father, one for mother, and one apiece for the children. But this extravagance has its limit, and the largest market for the "manufacturer remains with those customers who return for another car provided they are relieved of the old."

Destruction Yard Plan. What to do with all these used cars is the manufacturers' present problem. A destruction yard run by the industry on a co-operative basis is the latest suggestion for limiting the numbers of used cars, which threaten to flood the market. As one dealer puts it, "It would be good business if there were a co-operative destroying yard with a bonus."

The plan has already been tried in one State, the manufacturers receiving certificates of those cars of their own make which have been destroyed. Agencies that finance the instalment system in America would naturally like all used cars to disappear in smoke. They make 15 to 20 per cent. on their money, and on last year's cars sold by the instalment plan the public owes £300,000,000.

WHIPPET RECORD IN MOUNTAIN CLIMB.

A NOTEWORTHY ACHIEVEMENT.

Hurling up the steep, twisting Mount Baldy, California, road from the toll gate to Ice House Canyon, a distance of 8½ miles, a four-cylinder Whippet touring car, set a new record of 11 minutes, 46 seconds for the high gear climb. This is 50 seconds short of the former record held by a six-cylinder automobile.

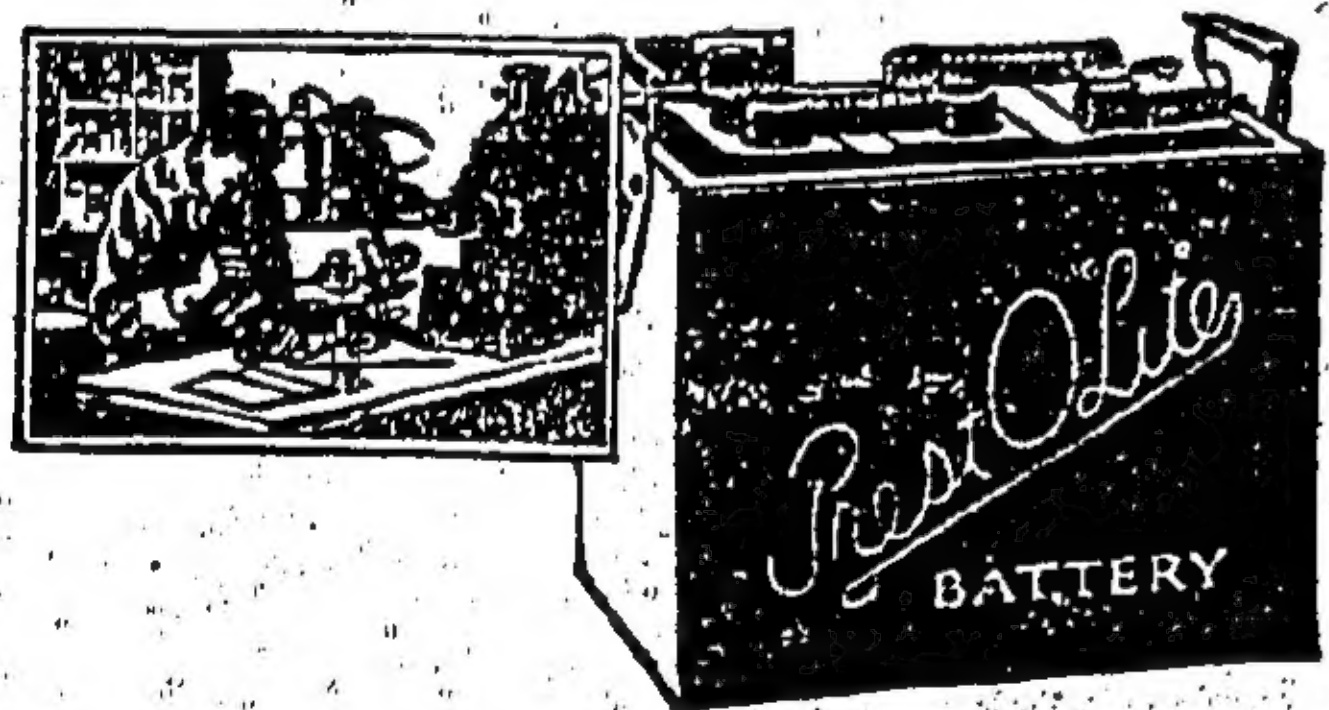
The Whippet was awarded the silver trophy offered for the Mount Baldy speed record by the Pomona Progress-Bulletin. The dash was officially timed by Mr. R. O. Day, automobile editor, and Mr. J. K. Peirce, advertising manager of the Progress-Bulletin; Mr. L. A. MacKelvey who rode with Mr. Hughes, the driver, as a disinterested observer, and Los Angeles newspaper men.

Rules governing the event provide that it must be made in high gear. The removal of top and fenders is permitted for safety's sake. Otherwise the car must be strictly stock model as is sold to the general public. Examination of the Whippet showed that it conformed to the rules.

The Mount Baldy run is a real test of the speed, stamina and power of any motor-car that makes it in high gear at good speed," declared L. V. Starr, vice-president and general manager of J. W. Leavitt & Company, Whippet and Willys-Knight distributor. "The course has but few straight stretches which are very short and speed must be kept up on the curves, which tests a car's road stability and high gear climbing ability to the limit. It is a continuous climb, very steep in places and some of the heaviest grades are encountered on sharp curves."

"The roadbed, which is of dirt for the most part, is fairly smooth but the curves are not banked for high speed so that a fast running motor-car negotiating these sharp turns must have a low centre of weight to be able to stay on the road."

"The Whippet's achievement is noteworthy inasmuch as the six and eight-cylinder cars establishing previous records over this course were of greater-rated horsepower. The Whippet engine, however, is noted for its amazing power, quick acceleration and stamina. The car's low rate of gravity and handling ease give it safety at all speeds on all kinds of roads and additional safety is provided by the efficient mechanical four-wheel brakes."



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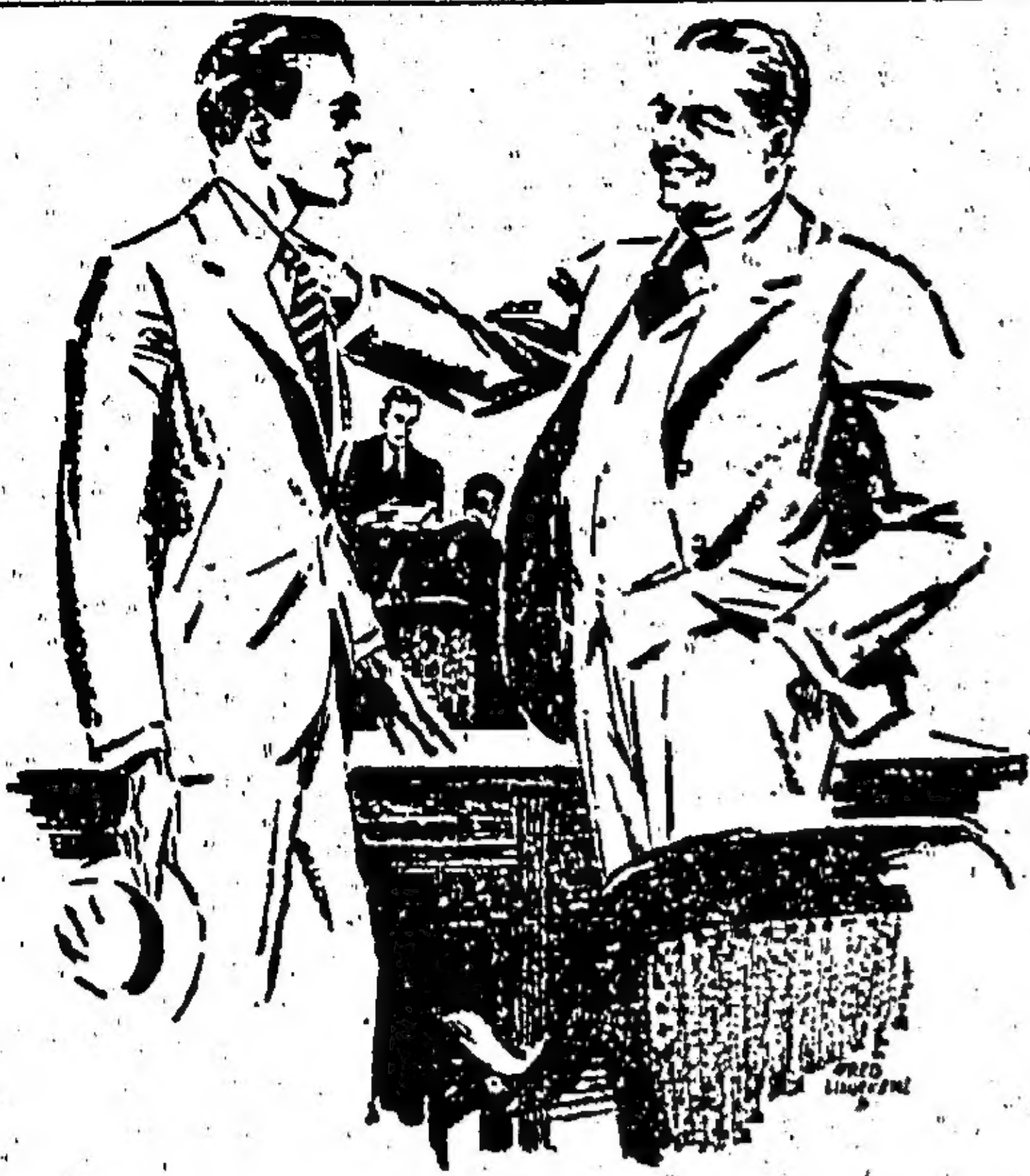
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VICISSITUDES OF FORTUNE.

BROTHERS-IN-LAW AT LAW.

WRONGFULLY AND MALICIOUSLY ARRESTED.

The vicissitudes of Dame Fortune were responsible for bringing two brothers-in-law to the Summary Court yesterday morning before Mr. Justice J. R. Wood, when one of them claimed from the other \$500 damages for wrongful and malicious imprisonment.

It appeared that about seven or eight years ago, the plaintiff in this action was in business for himself in Canton. He employed his sister's husband as a foki. Trade went from bad to worse, and he had to give up his business. He came down to Hong Kong and found that his brother-in-law was in business, and, naturally enough, he applied to him for employment.

Plaintiff was given a job and everything went well until November 25th of last year, when he quarrelled with his sister. He was arrested on February 9th of this year and imprisoned until February 11th, when he was released on bail. The charge against him was stealing \$300 by bailment. When the case was heard, he was acquitted. He now sued his brother-in-law for damages amounting to \$500. The case had caused him expense and he had also been prevented from pursuing his occupation. Plaintiff further contended that his liberty had been endangered and that his good name had suffered.

Mr. D. L. Strellett appeared for plaintiff, and the defendant was represented by Mr. J. M. d'Almeida. In outlining the case, Mr. Strellett mentioned the facts given above and further stated that defendant was in business making sun-bats and that the plaintiff had, from time to time, been entrusted with money for the purpose of buying cork and other material necessary to the business.

Brother and Sister Quarrel.

The defendant's business was controlled by his wife (plaintiff's own sister), Mr. Strellett continued. On November 18th, last year, brother and sister had a violent quarrel, over the making of some gun-bats in a fit of hysterics peremptorily dismissed her brother, the plaintiff.

At the time plaintiff owed the firm \$24 being wages advanced to him. He refused to repay saying that he had been dismissed without notice. Plaintiff later went to Canton to look for employment, and while he was there, the King Chung firm in Hong Kong made him an offer of a job. He returned and worked for them.

On hearing that the plaintiff had secured employment, the defendant told plaintiff's father to advise his son to see him and settle up some matters, otherwise he (defendant) would make it hot for the young man. The father, however, was not able to bring about a reconciliation, and plaintiff was arrested on February 9th. He was granted bail in the sum of \$500, and after the case had been before the Magistrate for two days, he was discharged.

Judgment For Plaintiff.
His Lordship reviewed the evidence given for and against the plaintiff at the Magistrate, and after hearing further evidence on the case, gave judgment in favour of the plaintiff with costs. Damages amounting to \$400 were also given.

ROADS FROM SLUMS.

A LLOYD GEORGIAN VISION.

Mr. Lloyd George, speaking at Penmaenmawr, Carnarvonshire, said that the Liberal revival had undoubtedly come. It tarried for some time, but it was here. They had tested practically every kind of elector, and the Government had been weighed in the balance and found wanting by every activity throughout the kingdom.

The great need of the moment was not merely the repair and improvement of existing roads but a number of new highways direct from the fetid atmosphere of slumdom to "God's open air."

Alongside the new roads should be built homes for the workers, who would go to their work in non-stop tube trains and tramway-cars, the provision of which would be assisted by the landed proprietors themselves, who, by reason of the fact that their land values would be enhanced, would be expected to make some compensation in return, as was done in Paris and in Belgium.

That was not Utopia. It was part of the Liberal policy. The money for the roads would come from the Road Fund founded by the Liberals in 1909. The Conservative policy in the matter could be gathered from the fact that the Road Fund, which now reached £24,000,000 annually, had been relieved of £27,000,000 by Mr. Winston Churchill for extraneous purposes.

PINGSHAN POLICE STATION.

WHAT IS THE AREA OF THE ROOF?

THE PUISNE JUDGE'S CALCULATION.

The roof of the Pingshan Police Station formed the subject of a dispute between two building contractors, and as a result Choy Kit Kee, one of the disputants, sued Hong Pan Sang, trading as the Shanghai Company, at the Summary Court yesterday, before Mr. Justice J. R. Wood, for the sum of \$409.73, being the balance on work done and materials supplied.

The plaintiff said that he had entered into a contract with the defendant to remove the old roof of the Pingshan Police Station and to build a new one. The contracted price was \$36 per 100 square feet of work done. Plaintiff produced a book to show the surface area of the roof and that the defendant had attached his signature certifying that it was correct. He had been partly paid for the work done, and it was the balance of the money that was disputed.

Defendant said that he was not the original contractor for the job. The P.W.D. gave the contract to Chung Kee, who sub-contracted to him and he, in his turn, let out the work to the plaintiff.

Plaintiff did not trust him and before taking on the work had said that he would get payment from Chung Kee. He had on several occasions been to Chung Kee for payment, but defendant was not aware of the transactions which had passed between them. Defendant admitted signing plaintiff's book, but said that was done before the area of the roof was measured. He was told by plaintiff that, rightly or wrongly, he would have to sign the book before work could be commenced. He thought that at a later stage he would be allowed to make all necessary corrections.

Defendant produced a specification from the P.W.D. to prove that the roof had not the area shown in plaintiff's book. Chung Kee corroborated and said that he had received money from the P.W.D. according to the specification and beyond that he could not charge. There apparently had been a mistake in working out the area of the roof. That being so, the plaintiff could not be paid according to the amount of work he had done. They should all stand the losses.

His Lordship held that the plaintiff was entitled to be paid according to his work and if there was a mistake, it was the business of the original contractor to take it up with the P.W.D. He therefore gave judgment for the plaintiff.

His Lordship then worked out the equivalent of the Chinese "chang" into English square feet, and after much calculation found that the plaintiff was entitled to \$232.32. Plaintiff said that the figure was not right and that he could not accept anything less than what he claimed for. His Lordship thereupon adjourned the case until Friday morning and instructed the defendant, Chung Kee and plaintiff to produce their books to show how the accounts stood.

ENGLISH WOMEN MEDICAL STUDENTS.

UNIVERSITY SENATE AND HOSPITALS BAN.

INTERFERE WITH MEN'S STUDIES AND GAMES?

LONDON, March 18th.
When the senate of London University holds its monthly meeting next Wednesday a resolution will be moved calling for the setting up of a committee to inquire into the banning of further women students at Westminster, Charing Cross, London St. George's, and King's College Hospitals.

This resolution, which will probably mark the first step of a campaign of protest against the banning of women students at the hospitals. Among the reasons given for the objection by men students to women are that it is undesirable for the two sexes to mingle in the study of medicine and that women distract men from their studies and interfere with athletics.

The resolution is to be moved by Mr. Walker E. Spencer, vice-president of the Westminster Hospital, and seconded by Dr. E. Graham Little, M.P., for London University.

"I am strongly opposed to the ban," Dr. Graham Little said yesterday. He added:

"I think the women have proved their case, and they ought to be, and must be, allowed to go on. Much more importance ought to be given to academic than to athletic qualifications. From time to time in the past we have had to consider the question of women students, and the summary action of the hospitals will now cause the position to be thoroughly investigated."

Several prominent physicians, including Lord Dawson of Penn, are members of the senate and there are three women members—Miss E. C. Higgins, Miss E. Strudwick, and Miss M. J. Tuke.

MANŒUVRES IN MEDITERRANEAN.

WHY SEA EXERCISES ARE SHORT.

H.M.S. "ECONOMY" THE FLAGSHIP.

[By J. M. N. JEFFRIES.]

H.M.S. "ECONOMY" THE FLAGSHIP.

At the moment of writing the Navy is about to begin its main exercises of the year. The Atlantic and Mediterranean Fleets are to meet each other in their first in the Mediterranean Sea and afterwards in the Atlantic, before dispersing to their respective bases in England and at Malta.

The average man, judging by one's general experience, would say that the Navy is not so very much to be done or to be learned during them. If the Navy were still atrophied with coming problems, it would be the inevitable grapple with the first danger on the horizon, would it not be testing its plans and preparations in some continuous fortnightly manoeuvres, as the Army does, with its new tanks and its new dragons, and its new embusments?

And from the Army these thoughts in the average man's mind move on to the juvenile third arm, to the airmen whose every move is a fresh experience, a probe into undiscovered strategy, to the airmen who hold the keys of the future.

These considerations, springing from ideas which are perhaps natural enough, are yet dangerously false. There is nothing more essential than that it should be realised in the public mind that the coming exercises, from the point of view of Britain's defence, are the most important event on land, air, or water from January to December.

They do not provide very good descriptive material, for they are very technical. But it is not so much their description in itself as the drawing of attention to them which is essential. The meeting of the squadrons is a fit opportunity to explain how they are still our true defence and our unequalled weapon, and are likely to remain so.

Rationed Light.

The exercises are short, admittedly. They in a way resemble the exercises done every morning by the business man for the reason that he is unable to take exercise. They are short, not because the Navy wishes them short or would be unable to profit by a full fortnight's manoeuvres under war conditions, but because naval manoeuvres are too costly for the nation's purse to-day. The money is simply not there to carry them out. In every fleet on the sea in these pinched times the veritable flagship is H.M.S. Economy. It commands all the time.

Admirals get but these four days a year when they can handle fleet against fleet. Even so they must steam at a markedly lower speed than they would in time of war. In lesser matters economy may be wisely prominent. If you see much smoke coming from a warship's funnels in harbour it is because the forced draught which kept smoke down is more expensive than natural draught which does not. Both water and light, which ships have to make for themselves are carefully rationed now.

One could enlarge upon this topic, but the point to be registered is that the absence of long full-dress manoeuvres for the Navy, as compared with their presence for the Army and Air Force, is no proof of its decreasing importance.

GASSING OUT PLAGUE.

GUINEA PIGS IN TEST IN SUSPECTED SHIP.

PLYMOUTH, March 18th.
Prompt measures were taken by the Plymouth medical staff to deal with a suspected case of bubonic plague on board the Greek ship *Nicolas Petar* which arrived on Wednesday from Bessiro.

The crew having been brought on shore and isolated, the ship was closed and filled with cyanide gas. Four guinea pigs were then placed in the hold, the object being that when they had been killed by the gas and the hold opened, they could be sent, with possibly infected fleas which had attacked them, for examination by the medical officers of health.

DIVORCED HUSBAND DODGES PAYMENT.

INTEREST IN WILL TRANSFERRED TO MOTHER.

ACTION BY FORMER WIFE FAILS.

Mrs. Minnie Dorothy Tucker, of King's Avenue, Clapham Park, S.W., and her infant child Joan Sheila, sued her divorced husband, Mr. George Charlton, W., and his mother, Mrs. Janet Margaret Tucker, of Haslemere, Surrey, for damages for alleged conspiracy to injure them.

Mr. Tucker and his mother denied they had conspired or that Mrs. Tucker and the child had suffered any damage.

Sir Patrick Hastings, K.C., for Mrs. Tucker and her child, said that in the Divorce Court an order was made against Mr. Tucker for the permanent maintenance of the wife and child. Within two or three days of the decree being made absolute and before the order securing the wife's and child's maintenance could be made, the husband and his mother made an arrangement by which the mother purported to buy from him his interest under his father's will, which was the only property upon which the payment of maintenance to the wife and child could have been secured.

When an application was made to the court for the order the husband was in a position to say he had nothing upon which security could be ordered. As a result from the date of the decree being made absolute, except for payments under one or two intermediate orders of the court, the husband had paid nothing to his wife and child. They were now left penniless.

Met In Egypt.

Mrs. Tucker met her husband in Egypt. At that time he was a soldier, and she was nursing in a military hospital in Egypt. The marriage took place in 1918. She spoke a number of languages, and before she and her husband returned to England she earned in Egypt from £14 to £15 a week, on which they both lived there. Her husband told her that his mother had a considerable sum of money left to her for life, bringing in about £1,000 a year, and that on his mother's death he would share that with his brother and sister.

When they got back to England Mr. Tucker went into his uncle's firm and built a house, but he never settled that house on his wife and child.

Eventually he lived openly and flagrantly with a woman, and Mrs. Tucker instituted divorce proceedings. The decree nisi was made absolute on June 7th, 1926, and three days before, on June 4th, the defendant, Mrs. Janet Tucker, signed the following agreement:—

I hereby offer to purchase the reversionary interest of my son George Charlton Tucker under the respective wills of his late father and his late grandfather for the sum of £2,000 subject to my solicitors being satisfied as to title.

Husband's £2000 A Year.

The result was that the mother got back into her hands the reversionary interest of her son and all she had to do was to leave it back again to him by will. The only real good it did was to make it absolutely certain the wife and child would get nothing.

Mr. Pritt, K.C. (for the mother), submitted there was no case to go to the jury.

Sir Patrick Hastings said there was a case of combination between these parties.

Mr. Justice Horridge: The only fact on which you base the conspiracy is the fact that the mother did purchase a reversion and thereby did prevent it from being available for security. It was a perfectly lawful transaction; and it is to be presumed that it was entered into for the purpose of injuring somebody because incidentally it had that effect?

(Continued on next column.)

WORKING EXHUMATION SECRET.

BODY TAKEN FROM NAMELESS GRAVE.

SUPPOSED RICH MAN.

Woking, March 18th.
Rapid developments have followed during the week-end the mysterious exhumation of a body from the churchyard of St. John's, a village on the outskirts of Woking. The body was that of a wealthy man who had lived in the district only a few months. Cerebral hemorrhage was given as the cause of death in the certificate.

No relatives attended the funeral, which was conducted by the Rev. D. W. Money, vicar of St. John's. From that day, more than a year ago, so far as is known, nobody had taken any interest in the grave, which had become overgrown and neglected. No headstone or mark of identification had been erected.

About a month ago, on instructions from the Home Office, the police began to make inquiries in the village concerning the dead man.

Statements were taken from almost everybody who had made his acquaintance, and in each case those concerned were sworn not to divulge anything concerning the police efforts. The results of this inquiry were conveyed to the Home Office, and then came instructions for the exhumation.

Mr. G. W. Taylor, the Guildford coroner, issued the warrant authorising the exhumation but nothing was done by the police until Friday. This was due to the arrangement that Sir Bernard Spilbury, at the request of the Home Office, should make the examination in conjunction with Dr. A. H. Brewer, a local medical man.

When the body was raised it was taken immediately to Woking Mortuary, where Sir Bernard Spilbury was waiting. A few hours later the body was re-interred and the grave filled in.

Sensational developments may be expected. The result of the post-mortem examination is expected to be known in a few days. Meanwhile, the police are making inquiries in various parts of the country. The inquest has not yet been fixed, and will not be held until Sir Bernard Spilbury's report is in the hands of the police.

THE CUP OF TEA.

ITS INFLUENCE ON WOMEN WORKERS.

The effect of a cup of tea or cocoa, with a brief spell of rest, on women workers is discussed in an Industrial Fatigue Research Board report.

"There is a widely held impression that a cup of tea acts as a powerful but harmless stimulant to flagging energies," states the report. "One large firm visited by us are so convinced of its efficacy that they offer a free cup of tea or cocoa to every worker in the morning and afternoon work spells and during the dinner hour."

At a factory where workers were given a 15-minute rest-pause in each work spell, during which they went to the canteen, and had a free tea provided each afternoon, the percentage of workers leaving during the year 1923, 1924, and 1925 was 25. In a second factory, where the workers had a three minutes pause in which to drink tea provided by the management, the leaving percentage was 42; while in a factory in which no rests were allowed and the workers were discouraged from surreptitious feeding the leaving percentage was 84.

Sir Patrick submitted the jury were entitled to draw that inference.

Mr. Justice Horridge ruled there was no evidence of an agreement to injure Mrs. Tucker and her child and entered judgment for Mr. Tucker and his mother with costs.



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TIENTSIN, NEWCHANG & DALNY	"LUCHOW"	On 18th Apr.	4 p.m.
SHANGHAI DIRECT	"CHINKIANG"	On 18th Apr.	4 p.m.
AMOT, SWATOW & SINGAPORE	"KINGYUAN"	On 19th Apr.	6 a.m.
SWATOW & SHANGHAI	"LINAN"	On 19th Apr.	10 a.m.
WUHAN, CHENGTOO & TIENTSIN	"KUEICHOW"	On 20th Apr.	4 p.m.
AMOT, SWATOW & SINGAPORE	"ANKING"	On 22nd Apr.	9 a.m.
SWATOW & BANGKOK	"KALGAN"	On 22nd Apr.	Noon
SWATOW, SHANGHAI, NEWCHANG & DALNY	"KANCHOW"	On 22nd Apr.	Noon
AMOT, SHANGHAI & TINGTIAO	"SHANTUNG"	On 23rd Apr.	6 p.m.
AMOT, SHANGHAI & TINGTIAO	"SOOCHOW"	On 23rd Apr.	6 p.m.
SHANGHAI DIRECT	"CHANG"	On 24th Apr.	4 p.m.
SWATOW & SHANGHAI	"CHUAN"	On 24th Apr.	Noon
ELONG, FAKHOI & ELTHONG	"YUAN"	On 25th Apr.	Noon
SHANGHAI & TINGTIAO	"SINKIANG"	On 25th Apr.	6 a.m.
WUHAN, CHENGTOO & TIENTSIN	"HUICHOW"	On 25th Apr.	6 a.m.
AMOT, SWATOW & SINGAPORE	"ANTUNG"	On 25th Apr.	9 a.m.
SWATOW & BANGKOK	"KWANGHOU"	On 25th Apr.	Noon
SWATOW, SHANGHAI, NEWCHANG & DALNY	"YINGCHOW"	On 25th Apr.	Noon
AMOT, SHANGHAI & TINGTIAO	"SZECHUEN"	On 30th Apr.	6 p.m.

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S.S. "ADRIASTIC"	Via Suez Canal	4th June
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S.S. "HELENUS"	Via Suez Canal	29th June

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ATHOS II	24th Apr.	24th Apr.	24th Apr.
D'ARTAGNAN	8th May	8th May	8th May
G. METZINGER	22nd May	22nd May	22nd May
SPHINX	5th June	5th June	5th June
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Shipping News

Arrivals and Departures, etc.

ARRIVALS.

April 15th.

Halvard, British str., 1,917 tons, Capt. C. W. Shearer, from Port Kaituma, which port she left on April 13th, with a cargo of coal, lying at buoy No. C49.—Woe Fat Shing.

April 16th.

Aisawa Maru No. 1, Japanese str., 899 tons, Capt. T. Takeuchi, from Keelung, which port she left on April 13th, with a cargo of coal, lying at buoy No. B51.—Mitsubishi Co.

City of Dunkirk, British str., 3,709 tons, Capt. Hugh Parry, from Shanghai, which port she left on April 13th, with a general cargo, lying at buoy No. A27.—Bank Line.

Hsin Wah, Chinese str., 1,359 tons, Capt. M. P. Jensen, from Shanghai, which port she left on April 13th, with a general cargo, lying at China Merchants Wharf.—C.M.S.N. Co.

Meikai Maru, Japanese str., 1,094 tons, Capt. M. Nagata, from Karatsu and Sakito, with a cargo of coal, lying at buoy No. B51.—Y.K.K.

Menado Maru, Japanese str., 1,293 tons, Capt. S. Ama, from Haiphong and Hoilow, with rice, cement and general cargo, lying at buoy No. C42.—O.S.K.

Salabangka, Dutch str., 4,180 tons, Capt. D. Ouweland, from Shanghai, which port she left on April 13th, with a general cargo, lying at buoy No. A10.—J.C.J.L.

April 17th.

Bellerophon, British str., 5,713 tons, Capt. A. S. Blues, from Shanghai, which port she left on April 13th, with a general cargo, lying at buoy No. A24.—B. & S.

Del Maru, Japanese str., 1,292 tons, Capt. K. Yagata, from Canton, lying at O.S.K. Wharf.—O.S.K.

Hop Nung, British str., 1,359 tons, Capt. W. J. Booker, from Canton, with a general cargo, lying at buoy No. B32.—Jardine, Matheson & Co.

Hanni, French str., 630 tons, Capt. L. Cruchet, from Port Bayard, with a general cargo, lying at buoy No. C15.—M.M.

Hsin Poo Sing, Chinese str., 993 tons, Capt. R. Simon, from Saigon, which port she left on April 12th, with rice and general cargo, lying at buoy No. C15.—Yuen Shing Fat.

Kaitan, British str., 1,553 tons, Capt. D. H. Martin, from Swatow, with a general cargo, lying at buoy No. A25.—B. & S.

Koyu Maru, Japanese str., 508 tons, Capt. S. Murakawa, from Canton, lying at buoy No. B55.—Kume Co.

Kunming, British str., 1,572 tons, Capt. A. J. Scott, from Kobe, which port she left on April 10th, with a general cargo, lying at buoy No. B11.—B. & S.

Laomedon, British str., 4,262 tons, Capt. D. Beswick, from Newport and Singapore. The latter port she left on April 12th, with a general cargo, lying at Holt's Wharf.—B. & S.

Sarpedon, British str., 6,921 tons, Capt. J. N. Williamson, from Shanghai, which port she left on April 15th, with a general cargo, lying at buoy No. A3.—B. & S.

Soon An, Chinese str., 739 tons, Capt. Lo Shing, from Canton, in ballast, lying at buoy No. C39.—Shun On S.S. Co.

(Continued on next Column).

CLEARANCES.

April 17th.

Aisawa Maru No. 21, for Canton, Chinkun, for Hoilow.

City of Dunkirk, for Dany.

Derwent, for Singapore.

Empress of Canada, for Shanghai.

Hakodate Maru, for Swatow.

Hop Sang, for Swatow.

Hsin Wah, for Canton.

Koyu Maru, for Keelung.

Laomedon, for Shanghai.

President Pierce, for Shanghai.

Sarpedon, for Singapore.

Sarvestan, for Singapore.

Tak Hing, for Macao.

Tai Sze Ma, for Wuchow.

Tjikembang, for Batavia.

NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN LINE.

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THE Steamship "CITY OF BOMBAY"

having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf, whence Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after 22nd April 1928, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before 29th April 1928, or they will not be recognized.

All broken, chafed and damaged Goods, are to be left in the Godown, where they will be examined on any Tuesday or Friday, between the hours of 10.45 a.m. and Noon, within the Free Storage period of One Week.

No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE LTD.

General Agents: Hong Kong, 16th Apr. 1928. [6140]

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Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godown of Holt's Wharf, whence Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 21st instant will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 5th May 1928, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined on the 20th instant, at 10 a.m., by Messrs. Goddard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Ltd., Agents.

Hong Kong, 14th Apr. 1928. [6137]

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Revised by Members.

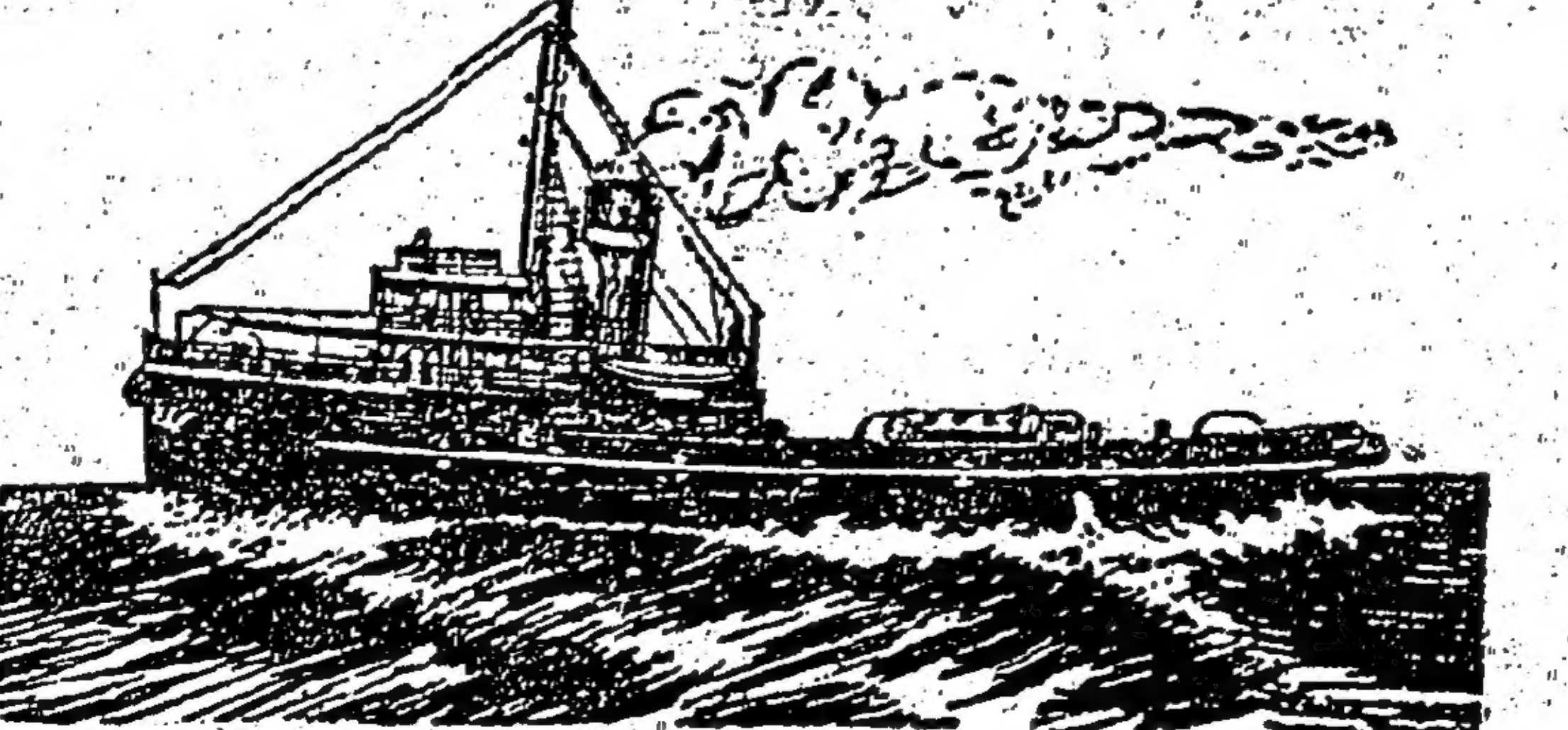
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"FOOSHING" Sun. 29th Apr. at Noon

OSAKA via AMOY, MOJI & KOME

"FOOKSANG" Fri. 27th Apr. at 7 a.m.

"YUENSANG" Tues. 1st May, at 7 a.m.

CANTON

"WAISHING" Wed. 18th Apr. at 5 p.m.

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"NAMSANG" Satur. 21st Apr. at 3 p.m.

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"HINSANG" Satur. 28th Apr. at 4 p.m.

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EMPEROR OF RUSSIA	May 9	May 12	May 15	May 18	May 27
EMPEROR OF ASIA	May 30	June 2	June 5	June 7	June 16
EMPEROR OF CANADA	June 13	June 16	June 19	June 21	June 31
EMPEROR OF RUSSIA	July 4	July 7	July 10	July 13	July 21
EMPEROR OF ASIA	July 18	July 21	July 24	July 26	Aug. 4
EMPEROR OF CANADA	Aug. 9	Aug. 11	Aug. 14	Aug. 16	Aug. 25
EMPEROR OF RUSSIA	Aug. 29	Sept. 1	Sept. 4	Sept. 6	Sept. 15
EMPEROR OF ASIA	Sept. 13	Sept. 15	Sept. 18	Sept. 20	Sept. 29

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May 15	May 17	EMPEROR OF ASIA	May 26

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FUSHIMI MARU Saturday, 21st May

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BOMBAY via Singapore, Penang & Colombo.

SOUTH AMERICA (West Coast) via Japan, Honolulu,
Los Angeles, Mexico and Panama.

BOKUYO MARU Thursday, 19th April

SOUTH AMERICA (East Coast) via Singapore, Cape
Town & Ports.

HAKATA MARU Thursday, 10th May

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Shipping News

Daily Statement, Waterfront
News, etc.YESTERDAY'S FREIGHT
RETURNS.

TWENTY-ONE ARRIVALS.

With twenty-one arrivals and
seventeen departures during the
24 hours ended at 9 a.m. yesterday,
the freight discharged at Hong
Kong was above the average.
Through freight was also heavy.
Three British vessels carried over
5,000 tons of cargo for ports beyond
the Colony.

The local imports amounted to
22,330 tons of which 3,401 tons were
contributed by six British vessels.
The two best returns were from the
s.s. *Levant Arrow* (American) with
4,000 tons of general cargo from
San Pedro, and the s.s. *Typanos*
(Dutch) from Batavia and Manila
with 3,500 tons.

Through freights totalled 41,991
tons of which six British vessels
carried 17,991 tons. The Japanese
vessel s.s. *Andes Maru* headed the
list as the best carrier with 5,663
tons of general cargo from Antwerp
and Singapore. The s.s. *Salubangku*
(Norwegian) was second with 5,000
tons from Vladivostok and Shang-
hai.

The arrivals and departures dur-
ing the period under review were
as follows:—

	Arr.	Dep.
British	7	5
Japanese	0	2
Norwegian	0	2
Chinese	0	5
Dutch	2	1
Portuguese	1	0
American	2	2
Total	21	17

HONG KONG METEOROLOGICAL
REGISTER.

Hong Kong Observatory, April 17th.	Previous Day	On Date	On Date
	at 2 p.m.	at 6 a.m.	at 3 p.m.
Barometer...	29.83	29.89	29.93
Temperature	73	69	71
Humidity	71	57	74
Wind			
Direction	E	E	East
Force	3	3	4
Weather	B	O	O
Rain	0.00	0.00	0.00
Highest open-air Temperature, 10th: 74			
Lowest open-air Temperature, 17th: 61			

B=Blue sky; C=Cloudy; D=Drizzle;
F=Fog; L=Lightning; M=Mist;
O=Overcast; P=Passing showers;
Q=Squalls; R=Rain; T=Thunder.

HONG KONG TIDE TABLE.

From April 18th to 24th, 1928.

Days of Week	Date of Month	High Water	Low Water	High Water	Low Water
		Time	Height	Time	Height
Wed.	18	h. m.	h. m.	h. m.	h. m.
		8 14	5 4	2 8	1 3
Thur.	19	8 9	6 3	1 58	2 4
		9 2	6 0	2 49	1 7
Fri.	20	9 2	6 0	3 13	1 7
		9 58	6 3	3 37	1 2
Sat.	21	10 58	6 3	4 4	0 1
		10 58	6 3	4 14	0 6
Sun.	22	11 53	6 3	5 14	0 7
		11 53	6 3	5 42	0 0
Mon.	23	12 49	7 4	6 42	0 0
		12 49	7 4	6 42	0 0
Tues.	24	1 1	8 4	7 34	0 0
		1 1	8 4	7 44	0 0

VESSELS EXPECTED.

Australian-Oriental Line.
Taiyang, May 11th.
Changte, June 8th.

Bank Line.

City of Birmingham, May 4th.
City of Eastbourne, May 12th.
City of Chester, May 27th.
City of London, June 9th.
City of Cardiff, June 22nd.
City of Peking, July 7th.
City of Bedford, June 22nd.

Ben Line.

Bennet, April 25th.

Blue Funnel Line.

Bellerophon, April 20th.
Orestes, April 21st.
Knight Companion, April 22nd.
Diomed, April 27th.

Cadmus, May 1st.
Talysman, May 2nd.
Antenor, May 3rd.
Meriones, May 8th.
Adrastus, May 14th.
Pyrrhus, May 16th.
Helene, May 22nd.

Perseus, May 25th.
Menelaus, May 29th.
Pyrrhus, May 30th.
Hector, May 31st.

Rhezenor, June 8th.
Mentor, June 10th.
Tyndarus, June 10th.

Dardanus, June 12th.
Oanfa, June 13th.
Antiochus, June 23th.

Atrius, June 27th.
Aeneas, July 2nd.
Proteus, July 3rd.

Thesus, July 25th.
Elpenor, August 22nd.

British-India and Apcar Line.
Hatipara, April 22nd.
Takeda, April 22nd.

Talamba, April 30th.
Talamba, May 1st.
Takliwa, May 5th.

Santhia, May 20th.
Tilawa, May 31st.

Canadian Pacific Line.
Empress of Russia, April 23th.

Dodwell & Co.
Remo, April 28th.

Kendal Castle, May 7th.

Dollar Steamship Line.
President Taft, April 23rd.

East Asiatic Co., Copenhagen.
Malaya, April 27th.

Siam, June 15th.
Danmark, July 16th.

Eastern and Australian Lines.
Arakura, May 2nd.

Tanda, May 7th.

St. Albans, June 4th.

Glen Line.
Carnarvonshire, April 29th.

Glenbeg, May 13th.
Pembroke, May 28th.

Gleniffer, June 8th.
Glenhane, June 24th.

Hamburg-Amerika Line and
Hugo Stinnes Line.
Preussen, to-day.

Ermland, May 2nd.
Vogland, May 16th.

Albert Voelger, June 9th.
Rhein, June 27th.

Oldenburg, July 8th.

Java-China-Japan Line.
Tjiluwang, April 23rd.

Tjitaroen, April 23rd.
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DAILY WATERFRONT
NEWS.

THREE BOAT-WOMEN FINED.

[BY LONGSHOREMAN.]

Three mistresses of cargo-boats
appeared before Commander J. B.
Newell, D.S.O., at the Marine
Court yesterday morning. They
were charged with mooring their
craft alongside the Hong Kong and
Kowloon Ferry Wharf at Hong
Kong, thereby obstructing the free
access of other vessels in the
harbour.

All three defendants pleaded
guilty to the charge and a fine of
\$10 with the alternative of 10 days'
imprisonment was imposed in each
case.

Asiatic Deck Passengers.

Asiatic deck passengers arriving
in the Colony during the 24 hours
ended at 9 a.m. yesterday numbered
683. They were brought by five
steamers.

Messageries Maritimes.

Capt. Faure, April 24th.
Athos II, April 24th.

D'Artagnan, May 8th.
General Metzing, May 22nd.

Sphinx, June 5th.

Nippon Yusen Kaisha.

Malacca Maru, to-morrow.
Mishima Maru, April 18th.

Suwa Maru, April 30th.
Seiya Maru, April 22nd.

Aki Maru, April 24th.
Shinyo Maru, April 23rd.

Libon Maru, April 23th.
Penang Maru, April 30th.

Fushimi Maru, May 4th.
Siberia Maru, May 8th.

Hakata Maru, May 9th.
Tottori Maru, May 9th.

Toyooka Maru, May 13th.
Yayoi Maru, May 13th.

Hakozaki Maru, May 18th.
Hakusan Maru, June 2nd.

Wakasa Maru, June 8th.
Dakar Maru, June 10th.

Tango Maru, June 10th.

Norddeutscher Lloyd, Bremen.

Alster, April 25th.

Trace, May 15th.

Peninsular and Oriental.

Jeppore, April 20th.

Kidderpore, April 20th.

Nagore, April 21st.

Malacca, April 26th.

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